

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

BANK HOLIDAY SPORT

RACING AT IBSLEY, BRANDS
HATCH, GAMSTON AND ARDS

TEWIN WATER SPEED TRIALS

SPORTS CAR RACING
IN SOUTH AMERICA

CARBURATION FOR HIGH
EFFICIENCY ENGINES

John Bolster—Russell Lowry
Wilson McComb—Dr. Vicente
Alvarez—Nevil Lloyd—Bert
Houlding

Vol. 3, No. 6.
August 10, 1951





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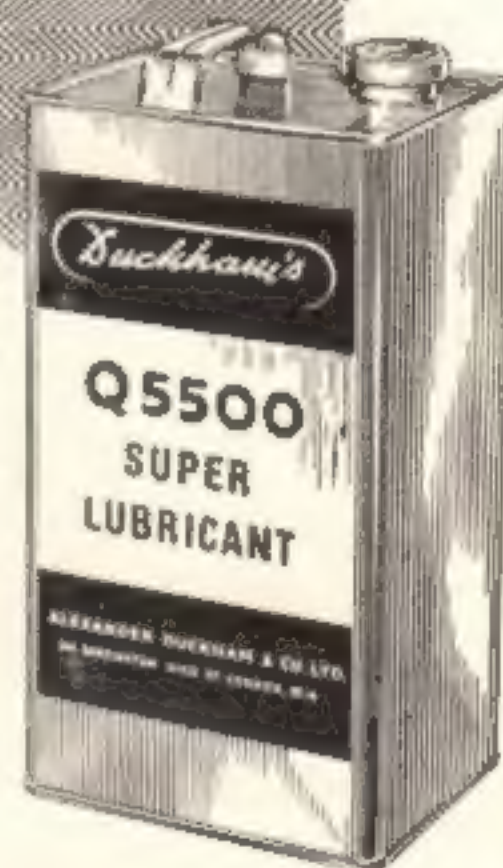
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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 6.

August 10, 1951

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NOTICES

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EDITORIAL

THE stage is being set for the R.A.C. Tourist Trophy races over the Dundrod circuit, Northern Ireland, on 15th September. Mindful of last year's apathy on the part of the general public, due to the complete lack of foreign entries, it is almost certain that the organizers will do their utmost to encourage participation by Continental marques. Already, inquiries have been received from Alfa Romeo, Ferrari, Simca, Panhard and Monopole. With the exception of the very smallest categories, Britain has little to fear from overseas—as was proved at Le Mans.

With a strong representation from the Continent, and the almost certain appearance of the 160 m.p.h. XK 120C Jaguar, DB2 Aston Martin, Healey, Allard, Frazer-Nash, Jupiter, M.G. and others, the T.T. bids fair to return to its pre-war position as one of the most important road-races in the world. This is as it should be.

• • •

JOHN BOLSTER'S comments on present-day rallies have caused a considerable stir in competition circles. There is little doubt that our popular contributor has seized on an aspect that may affect the entire future of rally-type events in this country, unless clubs make every effort to ensure that conduct on the road is beyond criticism. In AUTOSPORT'S view, the average rally competitor conducts himself (or herself) admirably on the public highways during events. It is a small minority, new to competitive events, which finds the urge to "show-off" irresistible. Nevertheless, that small minority can bring the sport into discredit, which experienced drivers such as John Bolster can well foresee.

• • •

AUTOSPORT offers its congratulations to Dave Price, his daughter Pamela, and their Plus-Four Morgan. To win the 3-litre class in the very strenuous International Evian-Mont Blanc Rally from a strong contingent of Citroën "sixes" is indeed a fine achievement. It will give great encouragement to the 43-year-old Malvern concern, and provides a striking tribute to the valuable training for this type of event as provided by British trials.

Congratulations also to Cyril Wick for his victory in the over 3-litre class with the o.h.v. Ardun-engined Allard.

OUR COVER PICTURE

SPORTS-RACER: A Francis Penn shot of the very successful 2-litre Frazer-Nash, in this case Norman Culpan's, during the recent British Empire Trophy race in the Isle of Man.

Pit and Paddock

MONZA: We regret that in last week's issue we referred to the Italian Grand Prix at Monza as taking place on 2nd September. The calendar was, of course, altered to give Monza a 16th September date, the day following the R.A.C. T.T. at Dundrod.

BLANDFORD: According to an authoritative source, car-racing at Blandford has by no means been banned. The reason for its being unused is that no Club has applied for permission to stage a race on the circuit this season.

CASTLE COMBE: The Bristol folk are planning to make the Castle Combe races, on 26th October, a red-letter day for West Country enthusiasts. The circuit and facilities have been vastly improved, and almost every name of note in British motor-racing will appear on the programme.

DEFINITION of a vintage car . . . "one of good breeding, of excellent workmanship, is a pleasure to handle to those who can drive properly, and quite impossible to those who cannot" (W. Hants and Dorset C.C. Ibsley programme).

"Autosport" £200 Championship

Peter Collins Closes up on Alan Brown

MOST successful of all contenders for the AUTOSPORT British National 500 c.c. Drivers' Championship over the August Bank Holiday week-end was Peter Collins (J.B.S.). His wins at Ibsley and Gamston brought him 12 points, plus a bonus mark for sharing the Ibsley 500 c.c. fastest lap with Eric Brandon. He is now just one point behind Alan Brown, and 14 behind the leader, Eric Brandon.

Bill Whitehouse's International Trophy win shoots him up from 13th to ninth place. Bill has done most of his racing abroad this year and has not had much opportunity to pick up points. Alan Rogers is now bracketed in tenth place with Ken Wharton.

Next Saturday's Boreham meeting should see a struggle for points, and at Silverstone the following week there should be plenty of seekers after the maximum points for the 100-miles race staged by the Half-litre club. Points to be awarded are ten (first), eight (second), six (third), four (fourth), three (fifth)—and two to all finishers. There are also other

races in this programme which qualify for points.

Positions as at 7th August, 1951

	Name	Car	Pts.
1.	Eric Brandon	Cooper	41
2.	Alan Brown	Cooper	28
3.	Peter Collins	J.B.S.	27
4.	Jack Moor	Wasp*	21
5.	Don Gray	Cooper	17
6.	Curly Dryden	J.B.S.	15
7.	Mick Beardshaw	Cooper	13
	H. L. Williams	Emeryson	13
8.	Don Parker	J.B.S.	11
9.	Bill Whitehouse	Cooper	10
10.	Ken Wharton	Cooper	9
	Alan Rogers	Cooper	9
11.	John Cooper	Cooper	7
	C. D. Headland	Cooper	7
12.	Bob Gerard	Cooper	6
	Clive Lones	Iota	6
	Comish Hunter	J.P.	6
13.	Norman Pugh	Cooper	5
14.	D. A. Clarke	Cooper	4
	Austen May	Cooper	4
	W. Webb	Cooper	4
15.	Jack Reece	Cooper	3
	Paul Emery	Emeryson	3
	Ray Merrick	Cooper	3
16.	L. Lewis-Evans	Cooper	2
	A. J. Nurse	Cooper	2
	Peter Braid	Cooper	2
	Jack Westcott	J.B.S.	2
17.	Basil de Lissa	Parker*	1
	David Brake	Cooper	1
	Donald Beauman	Cooper	1

*Qualifies for non-series-built car award.

BACKROOM BOY



S.U. SUPER: Lex Kesterton has lost count of the number of meetings he has attended with his stock of S.U. bits and pieces in the back of his car. The tendency of 500 c.c. drivers to incorporate S.U. parts in their carburettors has meant even more work for the ever-willing Lex. He is seen here having a look-see at the induction arrangements on Duncan Hamilton's Talbot.

FOUND at the A.M.O.C., Silverstone, on 25th July; one black Stratford fountain pen with gold plated cap. Owner should apply to the Hon. Sec., Geo. Taylor, Orchard Cottage, Walton-on-Thames.

ERNEST McMILLEN and Desmond Titherington from Belfast had only taken part in the Circuit of Ireland before entering their TD M.G. in the "Alpine". They finished third in their class, and were the only crew to complete the course on the original set of tyres.

TALKING of the "Alpine", it now appears that Ian Appleyard (Jaguar) must have made the best performance. He was awarded the "Autocar" Cup, which is given to the British competitors who are the least penalized, the award to be made irrespective of class.

August 10, 1951

VICTORS: Runner-up Alan Rogers, winner Bill Whitehouse, third man Norman Pugh, and Whitehouse's and Rogers's mechanics after the final of the "Trophy" race.

CONTINUOUS rain made conditions deplorable for competitors and spectators alike at Brands Hatch on Bank Holiday. Nevertheless, a very large crowd turned up to watch Bill Whitehouse (Cooper-Norton) win the *Daily Telegraph* International Trophy from Alan Rogers (Cooper-J.A.P.) and Norman Pugh (Cooper-J.A.P.).

Big Bill's victory was very popular and he did his *tour d'honneur* to the accompaniment of a symphony of motor horns. A similar "orchestra" greeted the place-men, Rogers and Pugh.



BRANDS HATCH MERRY-GO-ROUND

Bill Whitehouse (Cooper-Norton) Wins "Daily Telegraph" International Trophy—Heavy Rain Turns One-Mile Circuit into a Skating Rink

The course was so slippery, that not a single race was run without people shooting off the road, or doing involuntary revolutions. However, all this was accomplished without an accident, the Half-Litre Club's idea of ploughing up part of the grass verges forming a fine safety barrier.

Flooding of the track caused the abandonment of the meeting after the final of the "Trophy" event.

HEAT 1 of the "Trophy" race went to Don Parker (J.B.S.-J.A.P.), hotly pursued by Ken Carter (Cooper-Norton). A number of people did gilhooleys, a

foretaste of many to come. André Loens (J.B.S.-Norton) ran away with Heat 2, after B. C. Ecclestone (Cooper-J.A.P.) revolved wildly at Clearways when in the lead—a feat which he performed again when trying to make up on the field. However, the most remarkable spinning act of all was that of C. G. Arengo, whose red Arengo whizzed round no fewer than four times before ending up in the ploughed section of Paddock Bend.

Heat 3 produced an astonishing incident, when Curly Dryden (J.B.S.-Norton) actually turned completely round on the starting grid, and was all but rammed by Harold Daniell's Emeryson-Norton. Dutch driver Jan Flinterman (Cooper-B.S.A.) ploughed up the ploughed section still more when his motor seized solid and he slid off the

road. Jack Westcott (J.B.S.-Norton)—he makes a habit of this—spun round in front of the field out of Clearways when leading, and motored backwards for several yards. Bill Whitehouse (Cooper-Norton) thundered his way round to win from Lewis-Evans (Cooper-J.A.P.) who drove admirably throughout.

The fourth heat saw a thrilling struggle between Les Leston (J.B.S.-J.A.P.) and Eric Brandon (Cooper-Norton). Brandon eventually caught Leston, but both were shaken to the core when I. Pelling (Emeryson-J.A.P.) swept past the two of them coming out of Clearways. Incidentally, Pelling impressed everyone with his driving in the wet, and demonstrated in no uncertain manner that these front-drive cars are excellent on greasy surfaces.

N. J. Gray (Cooper-J.A.P.) created



★
REVOLVER; B. C. Ecclestone (Cooper-J.A.P.) spins in the face of oncoming traffic headed by John Cooper (Cooper-Norton), Mick Beardshaw (Cooper-J.A.P.) and G. E. Thomas (Cooper-J.A.P.) in Heat 2 of the "Trophy" race.
★

Brands Hatch—continued.

some new record or other by crashing into a fence on his warming-up lap of Heat 5. Ecurie Richmond's Alan Brown retired on the preliminary canter with gearbox trouble in his Cooper-Norton. Walter Schluter (Monopolett-BMW) stalled on the line, was push-started after the pack shot off, but shed one of his driving shafts a lap later. Frenchman, L. Bonnet (Cooper-J.A.P.) accomplished some fancy-looking revolutions, but Peter Braid (Cooper-Norton) nearly caused a traffic jam when he spun round at Clearways when leading. Cars ran all over the place to avoid him, and when everything was

Brise, and Blane went after Carter, and they finished Brise-Carter-Blane, with J. Brown (Cooper-J.A.P.) fourth.

Eric Brandon was uncatchable in Heat 4, which was notable for a lengthy duel between Pelling's Emeryson and John Cooper's Cooper behind N. Gray's Cooper. Cooper would catch up on Pelling on the straight, but the remarkable cornering of the Emeryson always pulled him a couple of lengths or so ahead. He eventually finished in third spot behind Gray.

For some odd reason, Gray was allowed to start in the final of the International Trophy Race, and did four laps before the stewards realized that he

had not qualified. He was given the black flag when lying in fourth place.

André Loens joined the rest of the 20 starters, after the tail-enders had cleared Clearways. First casualty was Blane, who motored straight off the road at the first bend. Bill Whitehouse took the lead, with a milling mob behind him headed by Lewis-Evans, Ken Carter, Norman Pugh and N. Gray, in that order. Loens had already worked his way to the middle of the field after one lap. Three laps later he revolved at Paddock Bend and dropped back to the tail-end again.

Triangular Duel

Behind Whitehouse, there was a desperate three-cornered battle featuring Lewis-Evans, Pugh and Alan Rogers, who had come up from nowhere after a fluffy sounding motor had picked up. For half-a-dozen laps this trio fought it out. At quarter-distance (10 laps) the order was: Whitehouse, Pugh, Lewis-Evans, Rogers, Brise, Parker, Pelling and Brandon. Next time round, Rogers swept past Lewis-Evans in a cloud of spray and set off to catch Pugh, which he did on lap 13.

It was amazing that the drivers could see anything at all. Passing was difficult because of spray, and a deep pool of yellow-coloured water at Clearways added to the general discomfort. Bill Whitehouse sailed serenely on, and by the 18th tour lapped Brandon who appeared to be seeing less than most.

Pelling was putting up a grand show and was gradually drawing away from Brandon. At half-distance the order was: Whitehouse, Rogers, Pugh, Parker, Lewis-Evans, Pelling, Brandon, Brake

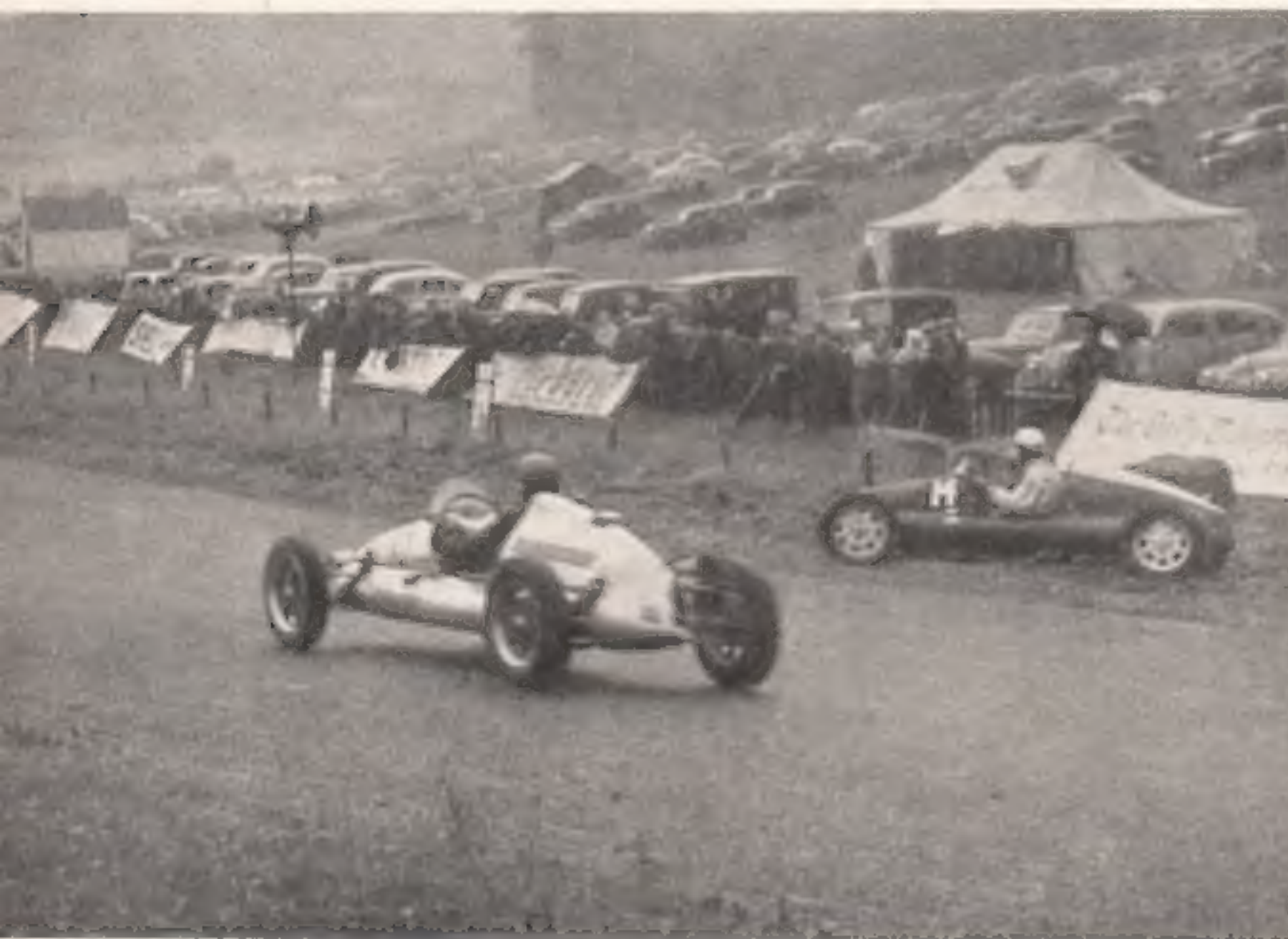
SPINNER (Left): Jack Leary (Cooper-Norton) motors past as David Brake (Cooper-Norton) spins off the road out of Clearways Bend: an International Trophy final race incident.

CONTINENTAL (Below): F. Antonelli slides his front-drive D.B. at Clearways Bend.

sorted out, George Wicken (Cooper-J.A.P.) took the lead, followed by N. Gray. However, a very determined Australian named Patterson took advantage of Wicken spinning at Paddock Bend, and went on to win with his newly purchased Cooper-J.A.P.

Ecclestone made no mistake in Heat 1 of the open challenge race, and staved off Don Parker (J.B.S.-J.A.P.) to win at the afternoon's lowest speed—49.36 m.p.h. H. L. Williams (Emeryson-Norton) tore off at high speed in the second heat, but did an exciting-looking gillhooley at Clearways. Norman Pugh (Cooper-J.A.P.) forced his way past C. D. Headland (Cooper-Norton) to win at 50.43 m.p.h.

Ken Carter (Cooper-Norton) led for most of Heat 3, but was caught and passed by J. K. B. Brise (Cooper-J.A.P.). Brise and David Blane (J.P.-Norton) duelled for several laps, the Scotsman cornering impeccably on the soaking track. Carter tried hard to overhaul



and Leary. Parker then did a gilhooley and dropped back.

Bill Whitehouse won with plenty to spare, followed by Alan Rogers and Norman Pugh. All three had overcome the appalling conditions better than the others. It must be a long time since Brandon was lapped by the three placemen in an event!

CIRCUIT CHATTER

For the first time a Brands Hatch race-meeting was broadcast by the B.B.C. John Bolster did the commentary in addition to his P.A. work. . . . Don Parker did a snappy repair job in fitting a new front suspension unit to his J.B.S. after his unlucky crash at Ibsley. . . . I. Peterson (Effyh) from Sweden was the only Continental driver to be placed. He was fourth in a "Trophy" heat. . . . The Swedish team

BRANDS HATCH RESULTS

The Daily Telegraph International Trophy (40 laps): 1, Bill Whitehouse (Cooper-Norton), 50.25 m.p.h.; 2, Alan Rogers (Cooper-J.A.P.); 3, Norman Pugh (Cooper-J.A.P.); 4, L. Lewis-Evans (Cooper-J.A.P.); 5, Eric Brandon (Cooper-Norton); 6, Don Parker (J.B.S.-J.A.P.).

Heat 1: 1, Don Parker (J.B.S.-J.A.P.), 52.08 m.p.h.; 2, Ken Carter (Cooper-Norton); 3, Jack Leary (Cooper-Norton); 4, J. K. Brise (Cooper-J.A.P.).

Heat 2: 1, André Loens (J.B.S.-Norton), 52.05 m.p.h.; 2, Alan Rogers (Cooper-J.A.P.); 3, David Blane (J.P.-Norton); 4, John Cooper (Cooper-Norton).

Heat 3: 1, Bill Whitehouse (Cooper-Norton), 52.63 m.p.h.; 2, L. Lewis-Evans (Cooper-J.A.P.); 3, A. J. Nurse (Cooper-

Norton); 4, Norman Pugh (Cooper-J.A.P.).

Heat 4: 1, Pelling (Emeryson-J.A.P.), 51.44 m.p.h.; 2, Eric Brandon (Cooper-Norton); 3, Les Leston (J.B.S.-J.A.P.); 4, I. Peterson (Effyh-J.A.P.).

Heat 5: 1, G. Patterson (Cooper-J.A.P.), 50.31 m.p.h.; 2, George Wicken (Cooper-J.A.P.); 3, N. Gray (Cooper-J.A.P.); 4, A. Moore (Cooper-J.A.P.).

Open Challenge Race

Heat 1: 1, B. C. Ecclestone (Cooper-J.A.P.), 49.36 m.p.h.; 2, Parker; 3, J. Barber (Cooper-J.A.P.).

Heat 2: 1, Pugh (50.43 m.p.h.); 2, C. D. Headland (Cooper-Norton); 3, D. Taylor (Iota-Norton); 4, Rogers.

Heat 3: 1, Brise (49.63 m.p.h.); 2, Carter; 3, Blane.

Heat 4: 1, Brandon (50.63 m.p.h.); 2, N. Gray; 3, Pelling; 4, Cooper.

Heat 5 and Final Abandoned.

AUSTIN PRICE INCREASES

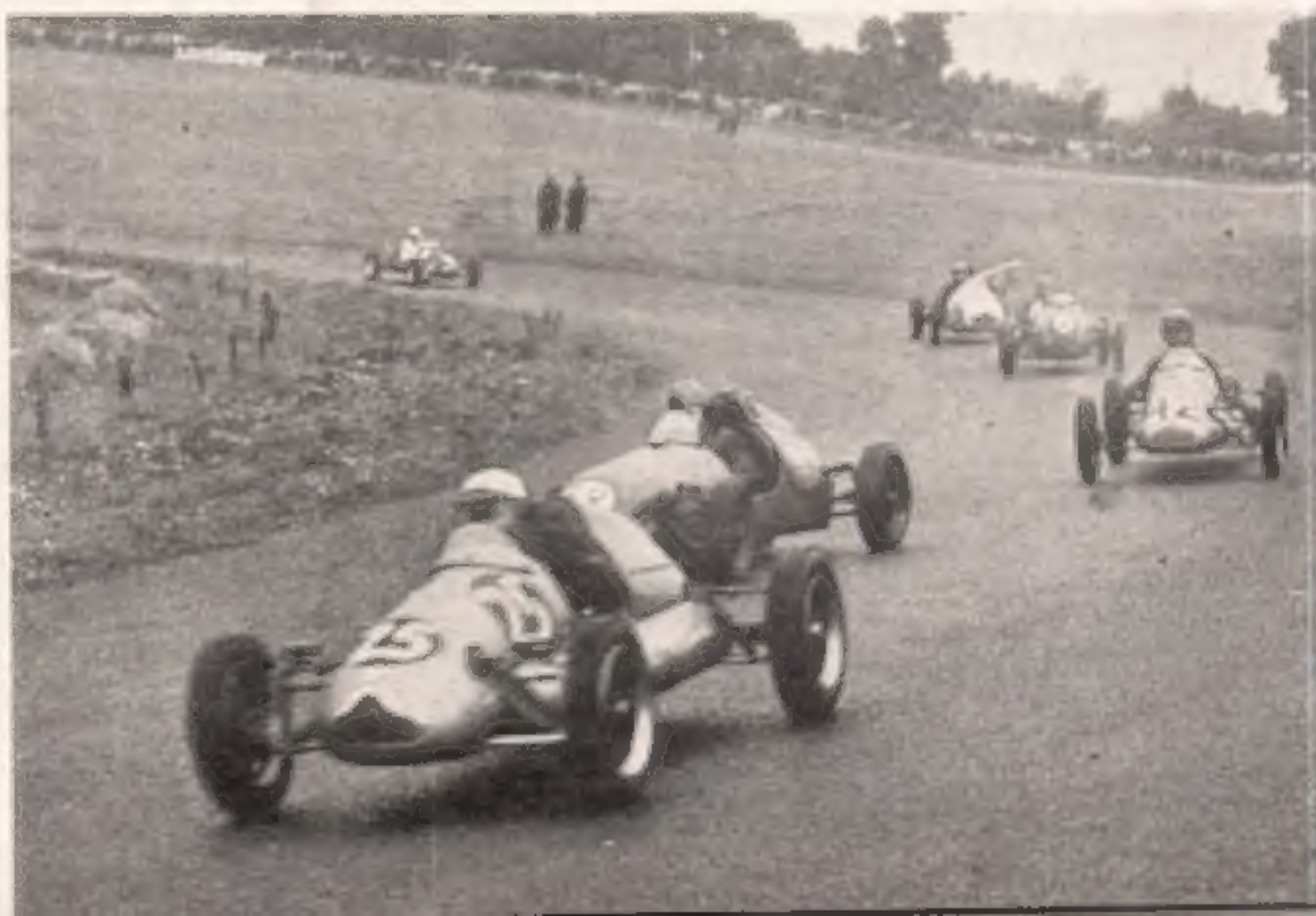
CONTINUALLY rising costs of supplies and services have compelled the Austin Motor Company to revise car prices by an average of 6 per cent. The new prices are as follows: **A40 Devon Saloon** (sliding head), £443 plus £247 12s. 3d. Purchase Tax (old price £423); **A40 Devon Saloon** (fixed head), £440 plus £245 18s. 11d. P.T. (£420); **A40 Sports**, £565 plus £315 7s. 9d. P.T. (£525); **A70 Hereford Saloon** (sliding head), £613 plus £342 1s. 1d. P.T. (£585); **A70 Hereford** (fixed head), £604 plus £337 1s. 1d. P.T. (£577); **A90 Atlantic Sports Saloon**, £885 plus £493 3s. 4d. P.T. (£845); **A125 Sheerline Saloon**, £1,403 plus £780 18s. 10d. P.T. (£1,340); **A135 Princess Saloon**, £1,702 plus £947 1s. 1d. P.T. (£1,625).



EQUIPE GRAY (Above): The brothers D. H. R. and N. J. Gray and aides shelter from the rain between races.

PURSUIT (Right): David Blane (J.P.-Norton), J. K. Brise (Cooper-J.A.P.) and J. Brown (Cooper-J.A.P.) chasing Don Gray (Cooper-J.A.P.) in Heat 3 of the open challenge race, which was won by Brise.

and Dutchman Jan Flinterman were in party mood at the "Bull", Wrotham, after the race. The hostelry certainly put on a fine meal. . . . Alan Rogers's tour of honour came to a sudden end when a plug oiled. . . . The liquid poured into Bill Whitehouse's outsized International Trophy was—cider! . . . Some "kind" person pinched Tom Leigh's XK 120 Jaguar from a car park at Farningham the night before the race. . . . Norman Pugh, who in addition to racing his ex-Brandon Cooper makes racing boots, is seriously thinking of introducing dicing Wellingtons.





Reg Parnell going ahead to win the Formule Libre event with Raymond Mays's famous D-type E.R.A.

hands of R. Akehurst lying third, followed by C. A. N. May (Cooper) and Bob Gerard (Cooper). Then the water got at May's motor, letting Gerard up a place—which he set off to improve. At quarter distance of the 12 laps Gerard was moving up on Reece, while Collins was leaving the field well behind, his green J.B.S. going like a train, and holding the sodden track noticeably better than most. Down the back stretch Gerard's double knocker Norton tested out the extra horses to put him past Reece, but a slide reversed the order again. At Portland hairpin they were together and once more power told. Meanwhile, Nervis (Cooper) rolled in with a dead motor, not the only casualty as the water worked its way in everywhere. As the checkered flag came out the order was firmly established—Collins, Gerard, Reece, with a matter of 100 yards between each.

The main event of the day, for £100 and the Percy Andrew Trophy, brought a notable field to the line. Parnell's mount, "unspecified" in the programme,

PARNELL WINS AT GAMSTON

**Masters Wet Course with Raymond Mays's 2-litre E.R.A.—
Peter Collins (J.B.S.) Successful in Formula 3 Event**

BACK to Gamston again, this time under the auspices of the Nottingham S.C.C., which, as on Easter Monday, proved to be in the weather clerk's bad books. Shocking luck for a good crowd and an interesting programme.

Race 1, 10 laps for Sports Cars up to 1,950 c.c. proved much more exciting than is usual with "curtain raisers". Peter Reece, taking an immediate lead in the Cooper-M.G. from Shipside in the specially lightened TD Little John—an interesting dice in the making. Lee, with a Connaught, lay third down at Rufford corner. Then the Connaught driver started moving up and by the end of lap two had 150 yards between him and the pursuit with John Dalton in Geo. Phillips' old Le Mans M.G. taking a hand and harassing Shipside. By mid-way the Connaught was obviously having its own way and Lee won handsomely. Shipside and Dalton had a magnificent scrap for third place, covering the length of the straight neck and neck, but neither could catch Reece's fleet little Cooper-M.G.

Then, with a thunder shower, came a rather confusing 2-litre sports race in two heats, giving qualification for a later race incorporating the "final". From among a mass of Jaguars, Allards, Healeys and several noble, elderly

models, Peter Collins with a Caddy-Allard ran away with the first, putting in a lap at 82.3 m.p.h. in the process. John Walton (Frazer-Nash) and C. H. Swain (Jaguar) taking second and third. The second heat was a blood match in Jaguars between E. W. Holt and Hugh Howorth, the former taking the decision with Swift in another Jag third. Later it was decided to consider these as separate races.

Though the rain had stopped, the 500s had to take off on a soaking track and left in an absolute wall of spray from which Peter Collins (J.B.S.-Norton) emerged in the lead, with Jack Reece after him and another Cooper in the

turned out to be Raymond Mays's famous black 2-litre hill-climb car. He sprang to the front with Dennis Poore's Alfa on his tail at Rufford's fast bend, his first complete lap being timed at 91.2 m.p.h. Bob Gerard, lying third, started a stern chase which lasted half the 15 laps. Then to the joy of the crowd he passed Poore coming down the main straight. Meanwhile, Ray Merrick's big Cooper was holding its own praiseworthy, until a series of calls at the pits spoiled his times. Gillie Tyrer and John Walton fought a private duel which turned in favour of the former's BMW. All the time Parnell kept coming round faster than one could write him down! His



Jack Reece (Cooper-J.A.P.) plays follow-my-leader to Peter Collins (J.B.S.-Norton) in the Formula 3 race.

fastest lap was 92.4 m.p.h., within two m.p.h. of the record in spite of the rain. A wonderful drive, fully appreciated by spectators as Raymond Mays ran up to shake hands and the Andrews Trophy was presented. Bob Gerard held his second place, and Dennis Poore was third.

Then followed a couple of handicap events for racing and sports cars, which provided some exciting battles between various brands and tuning stages of Allard, Jaguar, M.G. and others, the Howorth, Shippside and Reece variants, to name only a random three, being very much to the fore. When it was all worked out Newton's Frazer-Nash proved to be winner, though Truman's Jaguar earlier had the honour attributed to it. Swift's Jaguar took second and Holt's similar model third.

The closing event, a handicap for racing cars was a real contrast in types all the way from Poore's Alfa to the limit man Trevellick's "500" special. The former set off bravely to pull back an enormous forfeit, but just couldn't make it. Tyrer showed up well in a duel with Whitehead's E.R.A., 2-litre unblown against 1½-litre blown—but Whitehead's car had started hesitantly and after a few laps went sick. The little 500s were nearly drowned as the bigger cars swept past, but with admirable discipline kept good watch and let them through smartly. Webb (Cooper) had been motoring nicely and had the satisfaction of finding he'd saved his handicap and won, with Tyrer's BMW next and another Cooper driven by Swan third. Poore managed a praiseworthy fifth place.



GAMSTON RESULTS

Sports Cars (up to 1,950 c.c.) 10 laps: 1, J. Lee (Connaught), 15 mins. 26.6 secs. (73.8 m.p.h.); 2, Peter Reece (Cooper-M.G.); 3, John Dalton (M.G.).

Sports Cars (over 1,951 c.c.) 10 laps. **Heat 1:** 1, Peter Collins (Cadillac-Allard), 13 mins. 59.8 secs. (81.44 m.p.h.); 2, J. H. Walton (Frazer-Nash); 3, C. H. Swain (Jaguar). **Heat 2:** 1, E. W. Holt (Jaguar), 14 mins. 45.6 secs. (77.24 m.p.h.); 2, H. Howorth (Jaguar); 3, J. B. Swift (Jaguar).

Sports Car Handicap: 1, Jack Newton (Frazer-Nash), 13 mins. 15.4 secs. (75.41 m.p.h.); 2, J. B. Swift (Jaguar); 3, E. W. Holt (Jaguar).

Racing Cars

500 c.c.: 1, Peter Collins (J.B.S.-Norton), 18 mins. 10 secs. (75.31 m.p.h.); 2, Bob Gerard (Cooper-Norton); 3, Jack Reece (Cooper-J.A.P.); 4, R. A. R. Bell (Iota).

Formule Libre. Percy Andrews Trophy: 1, Reg Parnoll (E.R.A.), 19 mins. 3.4 secs. (89.73 m.p.h.); 2, Bob Gerard (E.R.A.); 3, Dennis Poore (Alfa Romeo); 4, David Hampshire (E.R.A.); 5, C. A. Booker (Cooper-J.A.P.); 6, Joe Ashmore (E.R.A.).

Handicap: 1, W. Webb (Cooper-J.A.P.), 15 mins. 56 secs. (71.92 m.p.h.); 2, Gillie Tyrer (BMW); 3, David Swan (Cooper-J.A.P.); 4, J. H. Walton (H.W.-Alta); 5, Dennis Poore (Alfa Romeo); 6, M. C. Kearon (Cooper-J.A.P.).

Bob Gerard (E.R.A.) leads Dennis Poore (Alfa Romeo) round Gamston's famous hairpin.

TOMORROW—THE THIRD BOREHAM

Large Entry For West Essex Races

BEGINNING at 1.30 p.m. with the first heat of the 500 c.c. race, the West Essex Car Club's third meeting at Boreham airfield tomorrow comprises a total of 10 races, ranging from sports-car events in four categories, a 10-lap affair for XK 120 Jaguars, a Formula 3 race in two heats and a final, which has attracted the premier British 500 c.c. exponents, a Formula 2 race in which Abecassis will drive a single-seater H.W.M., Cowell and Watson Altas, and Oscar Moore his 1950 H.W.M., and the final event of the day, a 15-lap Free-for-all racing-car event. Entries for this include Parnell in Raymond May's D-type, 2-litre E.R.A., Ashmore, Shawe-Taylor, D. Bond and Graham Whitehead with 1½-litre E.R.A.s, Duncan Hamilton's Talbot, Roy Salvadori

(Alfa) making his come-back after his Silverstone accident, Abecassis (H.W.M.) and Goodhew's Dubonnet i.f.s. Monoposto Alfa Romeo.

BOREHAM ENTRIES

500 c.c. Race. Cooper: K. Carter, W. J. Whitehouse, J. Cooper, J. Leary, W. Lowe, G. Patterson, J. Baines, J. Frazer, R. Akehurst, B. Gilbert, A. Gill, A. Rippon, E. Fenning, G. Thomas, N. Gray, P. Hicks, R. Seapringwell, J. Brown, D. Annable, B. Ecclestone, D. Brake, E. Brandon for Kieft, N. Pugh, D. Gray, C. N. Cooper, C. Headland, J. Brise, A. Norse, G. Symonds, D. Beauman. **J.B.S.:** R. M. Dryden, J. Westcott, D. Parker, A. Moore, J. Habin, F. Hobart, L. Loxton, P. Collins, Emersons, P. de Picroft, H. Williams, J. Pelling, K. Watkins, J.P., J. Green, D. Blanc, Kieft, D. Powell Richards, E. Brandon (for Cooper), Iota: D. Taylor, Smith 500: K. Smith, Altan 500: B. Heyward, Waspe E. J. Moor. **Turner-Bardon 1½:** D. Truman, Arengo: C. Arengo.

Sports Car Races 750 S/c., 1,100 c.c. U/s. Austin: L. Heyward. **M.G.:** T. W. Dargue, E. Harewood, J. Harrison, D. Moore. **Riley:** S. Caffee, G. Mudie. **Flitz:** C. Le S. Mescalte. **Lotus:** Andini C. Chapman. **Morgan:** J. Sparrowe. **1,100 c.c. S., 1,500 c.c. U/s. M.G.:** R. W. Jacobs, W. Knight, W. Cornsable, A. O. Baker, G. Sanson, P. Merrick, E. Heath. **Lancia:** J. Croysdill. **Lester-M.G.:** R. Griffiths. **Morgan:** J. Sparrowe. **1,500 c.c. S., 2,500 c.c. U/s. Maresdaz:**

H. Heap. **Frazer-Nash:** E. Winterbottom, R. Peacock, T. Crook. **Connaught:** R. Patten. **BMW:** W. Dobson. **Unlimited capacity, Lagonda:** J. Goodhew. **Allard:** T. Allard, K. Watkins, L. Pelling. **Delahaye:** J. E. G. Fairman. **Aston:** Martin A. P. R. Rolt. **Connaught:** R. Patten. **Frazer-Nash:** T. Crook. **BMW:** W. Dobson. **Jaguar:** P. Howorth, J. Swift, Mrs. N. Bins, J. Eh, L. Wood, D. Pierpoint, R. Sleigh, E. Farrow, R. Salvadori, D. Bond.

W. Lyons Trophy Race for XK 120 Jaguar: Curs F. Howorth, J. Swift, Mrs. N. Bins, J. Eh, L. Wood, D. Pierpoint, R. Sleigh, J. Craig, S. Powell, E. Farrow, R. Salvadori, D. Bond.

Formula 2 Race. H.W.M.: G. E. Abecassis, O. Moore. **Alfa:** R. Cowell, G. Watson. **Cooper:** E. Brandon, J. Barber, W. S. Aston, R. Merrick. **Riley:** C. Chalmers, G. Mudie. **Frazer-Nash:** E. Winterbottom, T. Crook, R. Peacock. **BMW:** W. Dobson.

Formule Libre Race. E.R.A.: R. Parnell, J. Ashmore, B. Shawe-Taylor, A. G. Whitehead, D. Bond. **E.R.A.-Delage:** A. P. R. Rolt. **Alfa:** R. Salvadori. **R. Cowell, G. Watson, J. Kelly.** **BMW:** W. Dobson. **Talbot:** J. D. Hamilton, P. Garland. **Maserati:** J. James, R. Dutt. **Turner:** J. Webb. **Alfa Romeo:** J. Goodhew. **H.W.M.:** G. Abecassis.

NEW TALBOT?

PONT-À-MOUSSON still has not bought the Talbot factory, but it is reported that chief engineer Marchetti is busy working for them on a new 6-cylinder, 3½-litre car.

ULSTER HYBRID: Arthur Clapham's 1,172 c.c. Ford Special, winner of Heat 1 of the "Handicap". His car has Kieft suspension.

With an extraordinarily mixed bag of entries for the 500 Motor Racing Club of Ireland's meeting at Newtownards Airfield on 4th August, and really exciting finishes to both the scratch and handicap events, it was unfortunate that the whole affair was rather spoiled by a delay of over an hour in its commencement. Owing to holidays, great difficulty was experienced in obtaining both entrants and officials, and only by prodigious efforts on the part of the committee was the racing arranged at all. In the circumstances, a more sympathetic attitude on the part of the stewards would have lessened rather than added to the confusion.

In the first of the three 15-lap eliminating heats for the Open Handicap, five starters out of eight reached the grid. Arthur Stringer spun the ex-Megaw 1,172 c.c. C.R.M. at McCrea's



ANOTHER GOOD ARDS MEETING

LINDSAY (E.R.A.) JOINS THE RECORD-HOLDERS

Corner on his second lap, and Hubert Chambers followed his example, stalling the 1,442 c.c. Vauxhall Special and losing a lot of time in restarting. Jim McCulloch had the Stirling "Alpha" going as never before, until the engine bearers fractured on his eighth lap, almost resulting in a total loss of 497 c.c. of J.A.P.; and Arthur Clapham drove his rebodied Ford Special fast and well to win with two credit laps. Chambers made a good recovery to take second place, and third came the blown "Nufor", driven by its constructor, Leslie Innis, and now carrying twin rear wheels.

The second heat was robbed of much of its interest by the absence of Ted Goligher's long-awaited 500 c.c. special, with Triumph twin engine and torsion-bar rear suspension, complete with differential. Marshall Watson had little difficulty in holding first place with a double-knocker Norton in his J.P., although Dick Lovell-Butt chased him hard in his blown single-seater N-type Magnette, 30 secs. behind on handicap. Gene Barker had occasion to regret some last-minute tuning of his special J2, and Durbidge's Toulmin-built K.D. boiled steadily.

A host of non-starters for the third heat included Ronnie Jennings, who in re-engining his Ford had dropped said engine on his right hand, and Lynn Kearney, whose 2½-litre Alvis-engined Graham broke up its back end in practice. Chris Lindsay, in the Wilkinson E.R.A., also with twin rears, pressed on from the scratch mark to such purpose that he equalled the 1 min. 17 secs. record three times and collected first place without turning a hair, while

Stanley Porter was a steady second in his Plus-Four Morgan. Jimmy McCay (Ford) and Harvey Jackson (Ford) had an almighty duel from the same mark, Jackson running out of fuel after having been passed. Joe Gale of Dalkey, with a shortage of H.T. in the right places, misfired bravely on in the ex-Baird Meteorite, fitted with a K.D. engine extracted from a saloon the previous day.

Drama broke out early in the final when Lindsay lost a plug on his second lap leaving only four runners, Watson having non-started owing to a jammed gearbox. For 12 laps, Clapham and Porter fought it out from the same mark, Porter finally passing on the inside of the hairpin on the 13th lap. Then Chambers retired on the perimeter, and Lovell-Butt started to chase the remaining pair, catching Clapham on his last lap. The finish, which brought the crowd to its toes, was certainly a tribute to the ability of the handicapper, with Porter first at 54.24 m.p.h., Lovell-Butt a bare second behind at 58.37 m.p.h., and Clapham just two seconds further back at 54.11 m.p.h.

With quantities of motor-cars blown up in the previous heats, only seven starters were left for the 15-lap Scratch Race—Lovell-Butt, Innis, Lindsay, Gale, Geoff. McCrea with his R-type M.G., Corry in the ex-Graham 1,100 c.c. Cooper, and a late entry, Edwards, with a stripped TD model. From start to finish, Lindsay stayed out in front, equalling the record again and then easing off, with Lovell-Butt his only real challenger. Surprisingly, the Nufor led and drew away from McCrea, but

both had been lapped by Lindsay at the end of nine laps, and on the 12th lap the E.R.A. lapped even Lovell-Butt.

Meanwhile, Gale's motor spluttered slowly on, Edwards did what he could with the TD, and Corry retired on his sixth lap with a burned-out clutch. What might have been a very uninteresting race suddenly provided another thrill, as Lindsay lost a plug again on his 13th lap, and was repassed by Lovell-Butt. Could the old Magnette make up enough ground on that last lap? No, Lindsay managed to retain his lead on five cylinders, with Dick Lovell-Butt a gallant second and Leslie Innis a most admirable third in the little Nufor.

The meeting should have ended with a parade of Veteran and Edwardian cars, but of the promised five starters only Jack Barbour (1896 Clement) and Billy Hamilton (1911 A.C.) turned up to participate in Ireland's first Veteran event for over four years.

RESULTS

Open Handicap: 1, C. S. Porter (2,088 c.c. Morgan), recd. two laps; 2, R. G. Lovell-Butt (1,287 c.c. M.G. s/c.), recd. one lap; 3, W. A. Clapham (1,172 c.c. Ford), recd. two laps.

Heat-winners: Clapham (1,172 c.c. Ford), T. M. Watson (J.P.-Norton) (one lap plus 30 secs.); C. F. C. Lindsay (1,488 c.c. E.R.A. s/c.) (scratch).

Open Scratch: 1, C. F. C. Lindsay (E.R.A.); 2, R. G. Lovell-Butt (M.G.); 3, L. Innis (1,172 c.c. Nufor s/c.).

Fastest lap of the day: C. F. C. Lindsay, 1 min. 17 secs. (equals record).

TEWIN WATER WAS WET!

Heath's Cooper Makes Best Time of the Day—

Lotus Again Has Successful Outing

HEAVERY and continuous rain damped everything but the enthusiasm of organizers and competitors when the Berkhamsted Motor-Cycle and Car Club, assisted by the Falcon Motor Club, put on the fifth speed trials to be held on the Tewin Water quarter-mile course near Welwyn.

While the rain kept away, as it did for the first few classes, C. N. Heath made a well-judged run in his Cooper 1,100 to clock 15.1 seconds, a time to be unbeaten for the rest of the day. Not that several people did not attempt to beat it. Ted Lloyd-Jones in his 21-litre Flying Saucer made a very courageous run on a glistening track to record 15.3 seconds, but on his second run while trying very hard

body and a large ram air intake, the little car was driven by no less than five drivers in different classes and it won three of them! Unblown 750 wins 1,300 c.c. class—that's news and a great compliment to its constructors. Among its quintet of drivers were two of the so-called gentler sex who handed out some very effective treatment to Lotus—Hazel Williams who drove it at Silverstone, and Pamela Sade who hails from Australia and drives M.G.s there with no little

success. Len Gibbs in his Riley 9 snatched second place in the 1,300 c.c. sports class from Hill driving a 13-type M.G.

The 1½-litre sports class went to Jim Mavers in his Lester M.G. with a run of

18.1 seconds—his take-off from an almost flooded starting line was a real model. Second place went to his rival Leonard in the very beautiful all-enveloping bodied Cooper-M.G. and Frank Morrish took a well-deserved third in a run of 19.5 seconds with his 23-year-old chain gang Frazer-Nash, only half a second behind Leonard. This made the vintage contingent cheer like anything. When Gerry Crozier bellowed his 8-litre Bentley up the course to return 17.2 seconds and win the unlimited class, there was more jubilation, for nobody can really call this magnificent motor a sprint car—or can they? Second place in this class went to Gordon Parker's Jaguette.

In the 750, 1,100 and 1,500 classes, J. N. Broad driving the ex-McLachan Austin single-seater took a first and two second places respectively. It sounded magnificent and the revs. astronomic.

As we have already described, the Flying Saucer set the spray flying to win the unlimited racing class while Raven's Bugatti, after a power-slide at the start took second place with 17.0 seconds to beat Smith and Stubbsfield in their Bugattis.

And so the meeting ended. The organization was effective and friendly, there were no incidents, so apart from the all-pervading Tewin water, the event was highly successful.

Results on page 191

MARINE MONSTER. (Left) Ted Lloyd-Jones launches his 21-litre Flying Saucer in a cloud of spray. He made second best time of the day.

TRIALS-RACER. (Below) Rob Butler's 1,098 c.c. Ford-engined Special appears to be equally at home in sprints as in trials.



indeed, he got into some vicious slides after the start and had to raise his right foot. Farley, the course record holder, unloaded his stark, blown V-twin special and took it to the start, but after due consideration decided that a nigh on flooded road was not the best surface on which to launch his decidedly fast but skittish machine.

Harold Grace's usual preserve, the saloon-class, was taken over by Wallace's Healey in 18.3 seconds, followed by Rivers-Fletcher in a Mark V Jaguar which took 19.2 seconds.

Roberts's Cooper won the rather diminished 500 c.c. class from Messenger's Iota-J.A.P. Claud Tipper was mistimed on his run and before he could try again, the rains came and his hopes went. Bad luck!

The most outstanding car in the lower capacity sports class was Colin Chapman's Austin Lotus. Unblown, with an Austin 7 chassis stiffened up the front by a magnificent tubular affair, a very pretty



RUSSELL
LOWRY'S

NORTHERN LIGHTS

I NEVER expected to refer to films again after the disillusionment, except for a couple of minutes on Pendine Sands, of "Pandora and the Flying Dutchman". But the subject comes up as I have just ran to earth that elusive documentary known as "Roaring Wheels", having heard it mentioned several times in casual conversation. Its arrival at a tiny cinema in Hoylake suggests that it must be practically out of circulation. "Roaring Wheels" deals most interestingly with motor racing on the Continent, in England and in America, showing how racing reigns supreme as a national sport in Europe, while we struggle along with aerodromes, private parks—and self-governing islands, bless 'em. When it comes to America . . . well, least said, soonest mended. I hate to think what the daily Press, the Government and, incidentally, those faithful insurance friends, Messrs. Muir Beddall, would say to such a holocaust of spinning, crashing, sliding machinery with odd wheels and whatnots flying about all over the place. However, as a racing record, the picture must be practically unique, and if the commercial circuits have finished with it, I wonder whether some club or collector can't get hold of the thing. It would need to have sundry incongruities ironed out (flashes of mechanics being carried in a modern Indianapolis—Donington apparently located in the Isle of Man, etc) and a new commentary incorporated. The existing one is admirably objective in the spirit, but far too purple for the initiated. Furthermore, it is impersonal, whereas the picture is crowded with faces and cars well known to us all. Re-edited, "Roaring Wheels" could be the hit of hundreds of club evenings, and I hope it will not be lost.

What has happened to some of the old-time motor racing movies? Are they stored on dusty shelves in Wardour Street but capable of being exhumed like the Grand Prix picture which was so popular last winter? There was a lovely one, name unknown, in which Tom Mix traded his horse for a broken-down racing car, learned to drive it on what I swear must have been the Bonneville Salt Flats, discovered years too soon, and then took part in a super-sporting trial, cum rally, cum-race, followed by a closed circuit dice. A wild Cornishman and I broke out of school to see it right through three times. The memory persists, even after 25 years, so it must have had something. There was another film in the late 'twenties featuring a bloke called Monty Blue, going under the title in France of "L'As du Volant". It too, was a full-length affair, and was centred on Indianapolis, the hero's car having been sabotaged so that the throttle stayed wide open. Even to youthful eyes, it was grossly inaccurate, but bags of fun none the less, and included great swatches of real racing. I didn't see "The Crowd Roars", which must also be in the "dead" file. Maybe the uprush of sporting enthusiasm would warrant a revival of these films, corny though they would be. But it would be much better for them to be rescued, refurbished and seen by people who would appreciate them.

BIOSCOPE DICING — ALL SHAP SHAPE —
GAOL-BIRDS? — D'YOU DO VODOO? —
WELCOME INVADER — NONSTARTIS

NORTHERN LIGHTS has had a pretty busy week of motoring, adding up to some 1,250 miles, in regions as widely separated as North Yorkshire, the Cotswolds and the outskirts of London. Down South, you seem to know just where you're going and you go there, with a determination that terrifies the anxious stranger in your midst, hoping against hope that he is in the proper traffic stream. He seldom is, and has to float round like a wreck in the Sargasso Sea until an opening occurs. Up here, we seem neither to know nor greatly care where we are going. Six times in the seven days, have I threaded that infernal stretch North from Liverpool through Preston—a road strewn with holiday traffic, railway engines, bales of cotton, boilers and bridges for Bulawayo. It's a wonder to me how anybody ever arrives. Even Shap was a trials organizer's nightmare during my two crossings, being blocked with people who had no idea how to tackle its modest gradient. The strain on the heavy drivers with huge loads to get away from involuntary blockages, must have been awful in the prevailing heat. It didn't do me any good, either. Armed with a Special, I think I'd have taken to the open hillside.

Sprinkled among the oddments were quite a few Continental drivers doing their best to behave in accordance with the Code, but obviously mystified by all the waving arms telling them to "Try not the Pass" when they knew perfectly well they could get through with deft use of gearbox and right foot. Harking back to the previous subject, it was all very discouraging for those who were hoping that England might one day begin to understand motoring as the Continentals understand it.

* * *

MIND you, when you go on the Continent, you never know what you're up against. I was asking Mike Wilson how he enjoyed the Alpine Rally. Apparently it was grand . . . except that the Italian prisons aren't very comfortable. He and Tommy Wise had the misfortune to collide with a cyclist who darted from behind a lorry on to their main road. They were clapped in the cooler until the matter was sorted out, and only when it had been established that they were quite blameless, did the dungeon doors creak open.

* * *

THROUGHOUT the North, great heat is being generated over this "pestilential rally" business. Little knots of people are making wax models of John Bolster and sticking pins in him. Others maintain with equal force that he is perfectly correct. A good argument with no holds barred and a hearty laugh at the end of it, is one

of the spices of sporting life, but even the pinstickers will have to admit that dicing through towns is a Very Bad Thing, and if we don't do something about it, it will be done for us.

* * *

THE North v. South war that so nearly broke out on this page some months ago, was happily averted. We had the pleasure of seeing a doughty Southern invader in Curly Dryden up at Croft, where he very nearly twisted our tails for us. Unfortunately, the classic battle which might have developed between him and Peter Collins (both J.B.S.-mounted) and Jack Moor with the magnificent Wasp, didn't go through for the full length of the 20-lap race.

We think we have good sport to offer up here, and

hope that as time goes by (though there isn't much of it left, now) more Southerners will find their way up North.

* * *

IN place of that never-to-be-mentioned-again trophy, I am thinking of founding a Non-Starter's Plate. Several people are already establishing notable claims. Admittedly, no one in his senses would pay up entry fees for an event in which he doesn't expect to compete (though I know an ultra-enthusiast who was happy to pay for some practice laps, knowing he couldn't wait for the race itself), and it is equally true that circumstances often bring sleepless nights of preparation to nothing. But the fact remains. . . .

Correspondence

The B.R.M.—Cameron Earl Replies

THE writer read with great interest the letter (AUTOSPORT, 27th July) from that well-known authority on I.C. engine design, Mr. Philip Smith, criticising certain aspects of the B.R.M. project. The opportunity to comment on some of the criticisms made would be greatly appreciated.

Apart from the use of a centrifugal supercharger, the B.R.M. power unit cannot be regarded as an unorthodox layout in the light of previous racing engine design practice, adequate precedent existing. Central camshaft and supercharger driving gears were initiated in the Monza Alfa, the principle being still applied to the present car, whilst the V-16 Alfa designed by Sir Harry Ricardo not only employed central timing gears, but also had a 2:1 power take-off reduction gear at the same point, driving the clutch through a flexible shaft, as now applied to the B.R.M. The angle between the cylinder blocks was also the same—135°—and even firing impulses with the crankshaft arrangement used.

On theoretical considerations alone, any engine of given m.e.p., swept capacity and maximum piston speed will produce power in direct proportion to its piston area. As Mr. Smith points out, if increasing the piston area were carried to the extreme limit, the stroke would become zero, as would the power. However, this extreme condition is never approached, it being generally regarded as bad practice to apply a stroke bore ratio appreciably less than unity. The B.R.M. is no offender: stroke bore ratio equalling 1.27, the 1939 1½-litre Mercedes had a stroke bore ratio of 0.91. If evidence of the practical advantage gained by increasing piston area alone is sought, the 2-litre Delage engines of 1921 and 1924 provide an excellent example (as referred to by Mr. Laurence Pomeroy in his monumental work *The Grand Prix Cars*). The 1921 2-litre Delage was a four-cylinder of 24 sq. ins. and developed 80 b.h.p. The 1924 Delage, a 2-litre 12-cylinder of 39 sq. ins. developed 119 b.h.p. at the same piston speed, in spite of having a lower b.m.e.p. than the earlier type.

In referring to the use of 16-cylinder engines for aircraft, in the recent article, the point made was that multiplicity of parts does not in itself spell unreliability. Mr. Smith does not accept the analogy because the B.R.M. engine is much smaller than the aircraft engines referred to. But the criterion of fatigue in metals is one of stress per unit area, and not one of size. There is no reason whatsoever for supposing that the con-rods (for example) of the B.R.M. are any more highly stressed than those in the engine of a fighter aircraft.

When considering the type of supercharger most suitable for the B.R.M., it must be remembered that the B.R.M. is capable of consuming about 50 per cent. more air than the Type 158 Alfa, for example, at equal supercharge pressures

and piston speeds. To supercharge the Alfa with a Roots blower to develop 420 b.h.p. (and no doubt one or two more of Mr. Smith's "pipe" can yet be squeezed out of this layout before it goes all San Remo) is one thing; to provide the 50 per cent. greater air flow required by the B.R.M., when fully developed is a very different matter.

The maximum amount of power that can be usefully employed in the case of a car of the B.R.M.'s frontal area and weight distribution is germane to consideration of the initial B.R.M. policy of developing an engine of 1½-litres supercharged instead of the simpler alternative of 4½-litres unsupercharged. The theoretical limit is in the region of 650 b.h.p. with rear-wheel drive. The adoption of four-wheel drive would enable still more power to be used, and this



Correspondence—continued.

is not an improbable development, although one to be approached cautiously.

Opinions may still differ as to whether it would have been preferable to have had a limit of, say, 450 b.h.p. in 1951 rather than 500/600 b.h.p. in 1952/53. There is very good reason to expect the return of the Mercedes G.P. teams to the lists in the near future, and one may be sure that their challenge will be a formidable one. Would there be any satisfaction, or useful gain in national prestige, if victory of a 4½-litre B.R.M. in 1951 were only to be eclipsed by the performance of German teams one or two years later? The writer believes it to be of supreme importance that the B.R.M. should be capable of meeting the potential German challenge as well as the existing Italian one, particularly in view of the large-scale entry of the German motor industry into the European market. It is not at all certain what form the new F.I.A. Formula will take, but it is difficult to conceive any formula to which experience gained with the present B.R.M. power unit cannot be directly applied to very good effect.

Mr. Smith acknowledges the probability that in a few years' time it will be essential to seek "drastic" ways of obtaining more power, when that of current 4½-litre unsupercharged layouts will be insufficient. But he then expresses the opinion that the time has not yet come to commence this development. The writer regrets that he disagrees most strongly with this point of view, believing that we cannot embark on this course too soon, particularly in view of the rather tortuous B.R.M. "supply lines". Provided that the B.R.M. can continue to demonstrate its worthiness of support, and that support is forthcoming, the writer is of the opinion that the long-term policy adopted will be fully justified.

CAMERON C. FARL

SCARBOROUGH

* * *

RE the B.R.M. and centrifugal blowing, one point Mr. P. H. Smith never made, which I think deserves mention, is the fact that a V-16 1½-litre can out-rev. any straight-8 of the same capacity and accordingly breathe a greater volume of gas without reaching dangerous piston speeds. On paper at least this means higher output.

Now to the point. Assuming that it is still difficult for the designers to obtain high boost pressures at low r.p.m. with centrifugal blowers, could we not use the front four cylinders (splitting the crankshaft, of course) to drive our two-stage centrifugal blower at much more constant speeds, never allowing the "front engine" to drop lower than, say, 6,000 r.p.m., thus leaving the "rear 12 cylinders" to get on with the business of turning the wheels, with really high boost pressure whenever it is wanted. Although the remaining 12 cylinders would be light of about 125 b.h.p. from the front four cylinders it seems likely that the blower alone at high boost pressures would be absorbing about 125 b.h.p., thus cancelling out the loss, leaving only the advantage of really high boost pressure.

The front engine could be governed by a differential arrangement between its own r.p.m. and blower output pressure. The power curve for the remaining 12-cylinder engine should be interesting.

Thank you, John Bolster, for telling us things in such a way that even I can understand

H. W. MACKINLAY,
(Director, Mackinlay, Hyde Eng., Ltd.)

MIDDLESBROUGH, YORKS.

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

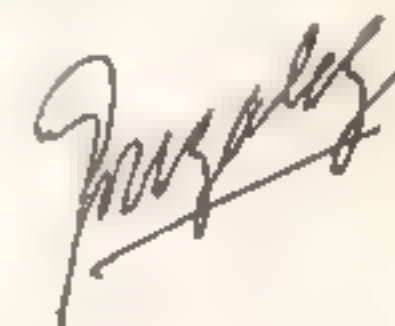
S or Z?

IN reading of the recent performances in Grand Prix motor racing of that second phenomenon from South America, Froilan Gonzalez, I have been puzzled by the variation in spelling of his name. AUTOSPORT spells it with a Z, some other journals with an S. Having made a five shillings wager that yours is the correct version, I would be interested to know whether my faith is justified

V. A. HAMELL

BISHOPS STORTFORD.

(You win. We approached the gentleman in question, with the following result—E.D.)

Gonzalez ? X 
Gonzales ?
* * *

Winfield and Gamston

I CANNOT allow the letter from Mr. Bob Wingfield in your issue of 3rd August to pass without remark. Several little inaccuracies occur which should be rectified

The impression is created that the Winfield meeting was arranged subsequent to the Gamston one. In fact, the date was allocated to us in November last, and appears on the original R.A.C. Calendar for 1951.

Work involved in organizing the meeting; neither my committee nor I claim to have worked any harder than anyone anywhere. It is all good fun to us.

National Permit:—If we had an advantage in this way, at least we suffered a considerable geographical handicap. In being so far north it is much more difficult and costly to attract a satisfactory entry, this having been proved at our meeting on 21st July

Finance:—We have neither financial assistance nor backing of any kind. Both meetings which we have organized have had to be entirely self-supporting and what funds have accrued have been, or will be, wholly expended in prize money and in improvements to the track

The Sheffield and Hallamshire M.C. is indeed fortunate in being able to run so successful an event with only club members competing. Unfortunately we are not in that happy position

We have no quarrel with the Sheffield and Hallamshire club, and no complaints to make, other than that with the small potential entry in this country for any Formula 1 event we do think the R.A.C. were at fault in granting another permit which was bound to affect our entries.

After all, the object of both clubs is the same, and as the bulk of motor racing is in the South of England it is a great pity that two attractive meetings in the North should clash, as will happen again on 6th October. Let us hope that this can be avoided in the future.

W. A. MARTIN,
Hon. Secretary,
The Winfield Joint Committee

KETSO.

* * *

500 c.c. Racing and Midgets

I HAVE been away for a few months, so have been eagerly catching up with my *Autosports*.

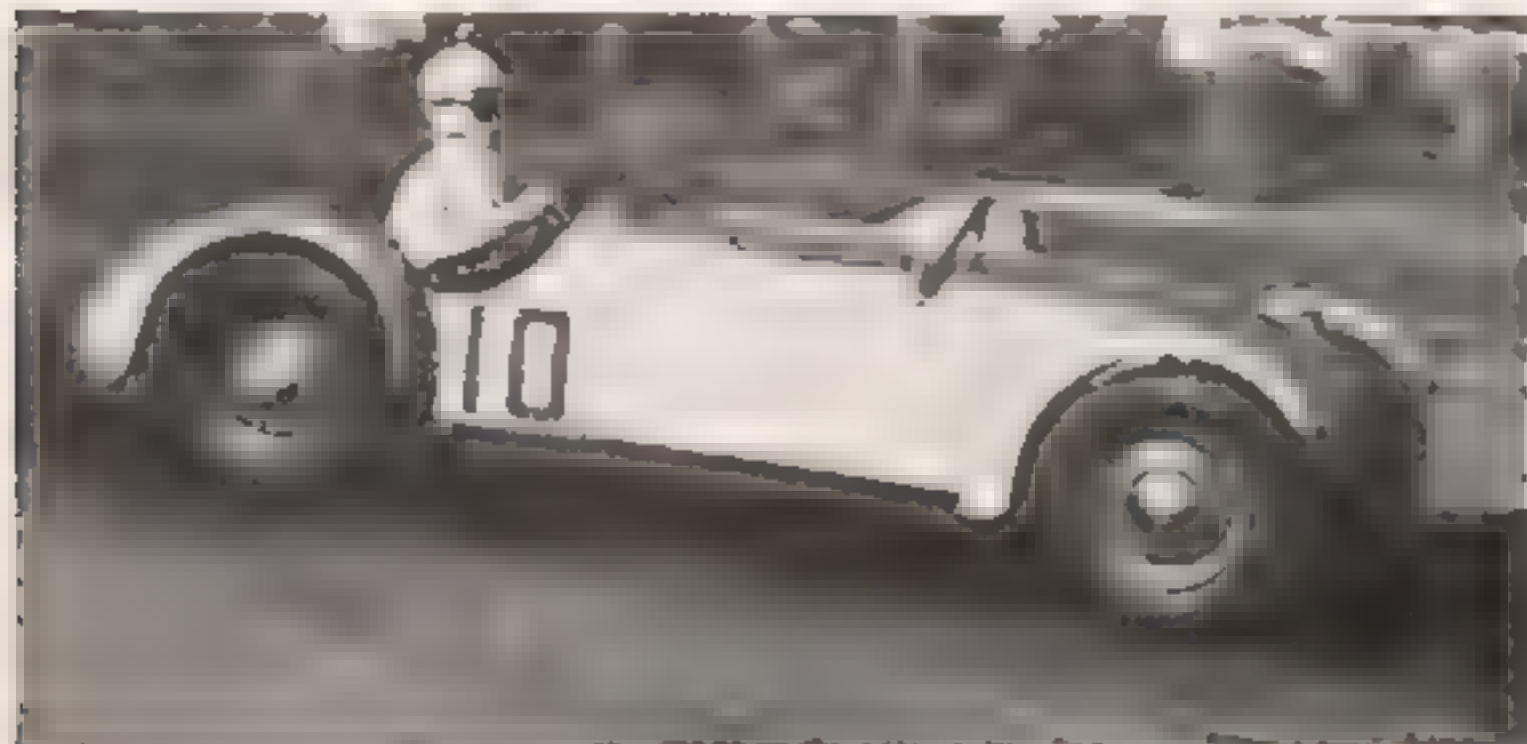
I have been most struck by a letter from a Mr. J.A.F.B., which appeared in the issue of 27th April. Now there is a lot in what he says, for the "horses for courses" saying is just as true for motor racing. However keen one may be, it remains a fact that slow cars are a much better spectacle on a small circuit. Here J.A.F.B.'s critics really fall into the

(Continued on page 188)

SPORTS-CAR RACING IN SOUTH AMERICA

By

Dr. VICENTE ALVAREZ



EXCITING AMERICAN John C. Fitch of the U.S.A. winning the Premio at Peron Sports Car G.P. at Buenos Aires with his Cadillac Allard. The race which incorporated a Le Mans-style start proved markedly popular.

THE rise in popularity of sports-car racing attained new heights in the Argentine with the running of the Presidente Peron Grand Prix at Buenos Aires on 18th March. A huge crowd attended the meeting lured by a promising and varied programme, principal feature of which was the international sports-car race, when prominent local pilots were to face the challenge from a group of well-known U.S.A. drivers and cars. The event certainly lived up to all expectations. John C. Fitch and Fred Wacker, both from U.S.A., on similar Cadillac Allard cars, walking away with top honours, while local boy, Miguel Schroeder, came in third on a 3.6-litre Delahaye. Another Cadillac Allard was driven by the Englishman Tom Cole, but was forced out in the early laps.

The race was run over 40 laps of the self-same circuit where Mercedes-Benz had raced, and failed, a month before. The Le Mans-style start (staged here for the first time ever) was a distinct success with the public, and it was an Argentinian, Roberto Mieres, on an XK 120 Jaguar, who came out in front following the frantic "rush-climb-and-get-going" procedure. He was closely followed by Fitch, who got into the lead within the first lap, Mieres—rated as one of the local favourites—dropping back too soon with engine trouble, and having to give up the race on the 16th lap. Meanwhile Fitch was leading, but not without challenge.

On the opening laps Tom Cole in another Cadillac Allard was hard at his heels, followed by the Argentine Schwelm Cruz on a veteran 2.3-litre Alfa Romeo. Cole soon dropped out with a broken gearbox, while the gallant old Alfa was delayed with motor trouble but Fitch still did not have things his own way. His fellow countryman Fred Wacker started a hot chase, clipping seconds off his lead round after round. It was to be Fitch's day, however, for

Wacker going too fast, spun into the straw bales at a corner, losing much time and his chances thereafter, having to be content with second place. Third to fifth places went to local drivers Schroeder (Delahaye), Jose Colazo (Silverstone Healey) and Schwelm Cruz's Alfa. Behind them came three more Americans, Reed, Kimberly and Spear, all driving Ferraris, and it was unusual to see the Italian marque so humbly placed.

No accidents save for Wacker's straw bales exploit marked the event and the huge crowds were decidedly sold on sports-car racing.

There were no outstanding technical points to the race. With the forfeit of two 2.0-litre Alfes entered by local

pilots, the Cadillac-Allards looked like having things their own way, and such turned out to be the case. The writer had the opportunity of inspecting them closely and obtaining some first-hand data from the mechanics in charge. While the departure from stock of the Cadillac motors is restricted to the minimum (only one of them, in fact, had a ground camshaft) they have an amazing power output, and torque is obviously terrific. This first appearance of the Cadillac Allard in our medium has sent sports-car enthusiasts raving after it. A very nice job, indeed, except, perhaps, for its looks. More on the "thoroughbred" style were the three Ferraris brought along by the American team. George Reed drove a 1948 Formula B bodied 2.0-litre William Spear, a Superleggera two-seater 2.0-litre two carburetors, and Jim Kimberly a gorgeous lightweight Bertone (by Touring) powered by a 2.0-litre three carburetor motor. The cub of the U.S.A. team was Hal Finch driving his first race on Tony Parnpoo's Waco-Chevrollet engined Alfa Romeo, or is it actually a Nord Dinese chassis? He got ninth place at the finish.



SPRITELY VETERAN Alvaro Schwelm Cruz from this fine old 2.3-litre Monza Alfa Romeo into fifth place. Owing to a photographers' strike no professional race photos were taken and the Alvarez pictures here are from preliminary practice.

August 10, 1951

WEEK-END AT WITSEND

by

Nevil Lloyd

ECURIE GROMYKO: Three of the Gromyko family which dominates 500 c.c. racing in Soviet Russia

In the great dining hall of Witsend, one of England's stately homes not a hundred miles from Brands Hatch, six men sat around the massive mahogany dining table, polishing off their ports. Their host, whose name is immaterial for the record, and in full, Sir Thomas Immaterial, Bart.—glanced round the assembled company with satisfaction. They represented, he thought to himself, the top men in their respective professions. There they sat, the Distinguished K.C., the Well-Known Explorer, the Eminent Archaeologist, the World-Famous Racing Driver, and finally, the High Ranking Civil Servant, his hair greying at the temples from a lifetime in the Service in which he started as a Temporary Grade Three Right Wing Attendant in the Left Luggage Office at Wolverhampton with B R (M). All men, thought Sir Thomas, at the top of their respective trees, and gathered round his table at his urgent request.

Sir Thomas rose, and spoke. "Gentlemen . . ." he broke off as suddenly the "Rat-Tat, Rat-Tat" of the heavy double-knocker resounded through the great room. "RAT-TAT, RAT-TAT", louder this time sounded the double-knocker. Suddenly the dining hall door opened and a Jap servant entered. "A Mr. Norton to see you, Sir Thomas," he said in that distinctive note that Japs do have.

You know, it is a quite an extraordinary thing, but for the life of me I cannot finish that story. There it is, aristocratic characters in dinner jackets, bags of atmosphere, all the trimmings, and it just stops there. Frankly it worries me, but not half as much as does the recently reported news that Soviet Russia was becoming interested in motor-racing. Had, in fact, built a 500 c.c. racing car. This is serious news, ranking in headline value with cricketers' knees and my inability to finish stories.

If Russia intends taking up motor-racing seriously I feel that we are going to see some very odd results before the season is out. After all if South Korea attacked North Korea it's only a very short step to the deck standing on the burning boy, last year's Tourist Trophy winning Stirling Moss and Reg Parnell being broken by the Goodwood Lap Record.

COOPERSKI Ken Gromyko on the latest Mark V Cooperski-Nortonvitch

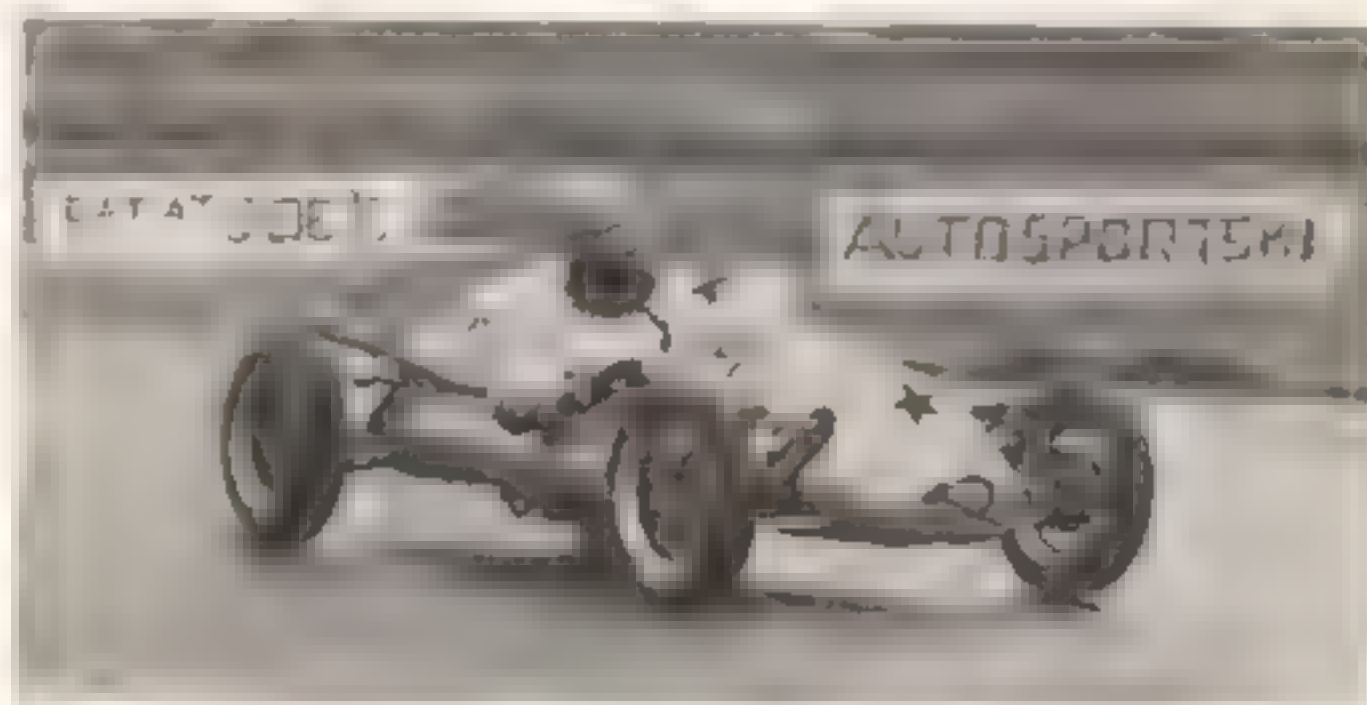
The next move, as I see it, will be the appointment to *Pravda* of a motoring correspondent who will trace the history of the 500 c.c. movement which, as every Tomsk, Dick and Harry knows, started on a collective farm in Siberia some eighty-nine years ago when a Samovar of half-litre capacity exploded whilst following the Party Line. The local Commissar collected most of the scalding tea in his lap and completed a 900-yard dash in record time and, unable to stop, disappeared down a salt mine. It was some years later (please turn over two pages to denote the passing of time), in 1945 to be exact, when two reactionary imperialists by the name of Cooper smuggled the Commissar from his native democracy, took him to a hideout in Surbiton and tortured him until he was forced to give up his secrets.

From this has grown the Formula 3 movement, as Russian in its conception as those great sons of the Soviet, William Shakespeare, Bernard Shaw, Sydney Wooderson and Tazio Nuvolari—to mention but a few. As for those two wicked capitalists, the Coopers, they were tried—fortunately in their absence—and found guilty of drilling the Iron Curtain for lightness.

From this point onwards almost anything can, and probably will, happen. For our part we are fascinated by the idea of a Big Four meeting consisting entirely of Duncan Hamilton.

Whilst the First Russian Grand Prix for Formula 3 cars has yet to be run we cannot resist the temptation to give you a report upon this race.

It started in true Russian style by the Official Starter being shot at dawn. Scrutineering, or "screening" as it



DON PARKERVITCH: A happy picture of the well-known Jaybesski driver just before sentence.

is called in the U.S.S.R., followed this ceremony. Almost immediately a driver called W. J. Whitehouse was disqualified. Personally we think he asked for it—if ever a name reeked of American imperialism then Whitehouse it is. Two-thirds of the entry were then excluded on the grounds that their engines were over-size (a typical example of Western decadence and trickery), and that, anyway, they were a pack of Fascist Beasts.

Eventually four starters came to the line, and in poll position on the grid (decided by the colour of the drivers' overalls rather than the old outmoded bourgeois idea of practice times) was Eric Gromyko of the Ecurie Gromyko. His team mate Alan Gromyko, who, of course, wears blue overalls, was on the far side of the grid. Next to Eric was the Russian ace Stirling Gromyko, and next to him, Curly Gromyko.



In true Russian style the race was started by shooting the Deputy Commissar of the Course—and the race was on. But not for long. Into the first corner (Kremlin—a rather nasty left-hander) they streaked to find the Red Flag being waved by the Flag Marshal. In English motor-racing this means "Stop Immediately", but in Russian motor-racing it's "Cue for Song". As the final bars faded in the still air of the Silvergrad circuit, the drivers unclenched their fists and sprang back into their cars and away they went. In the lead, Stirling Gromyko, with Eric Gromyko hard on his heels, then Alan Gromyko and Curly Gromyko. Then came sensation. Going into Lake Success (another rather nasty left-hander) Curly Gromyko was seen to leave the party line thru' this corner and cut right in. This resulted in his immediate disqualification on the grounds of rank deviationism. One lap later Stirling Gromyko caused another sensation. Still holding his lead he was seen to be leaving the circuit at high speed. He was followed by Alan Gromyko and Eric Gromyko. Apparently their pit staff had signalled to them giving details of the awards to be won. First place in the Russian Grand Prix gave the winner the option of being shot or hung. Second man home qualified for being shot. And any driver unfortunate enough to finish third incurred both penalties.

Well, there it is—if anyone cares. Up until the advent of Russia into motor-racing we thought that Chicane Farming had the least future—it's so darn difficult to keep the hens on those straw bales.

BRITISH SUCCESSES IN "EVIAN"

**Cyril Wick (Allard) Wins Over 3-Litre Class—
Dave Price (Morgan) Takes 2-3-litre Category**

ACCORDING to the 10 British competitors in the 80-odd entry list for the 950-mile Evian-Mont Blanc Rally which started at Annecy on 27th July, the event was stiffer from a time control point of view than the "Alpine". Short distances between controls over the Cols of the French Alps made it extremely difficult to average the required speeds. For example, over the Iseran, there was not a single straight piece of road longer than 100 yards. Dave and Pamela Price (Morgan Plus Four) made this section with just three minutes to spare. Tatham's big Bentley also just managed to clock in on time.

The second stage included ascending 12 Cols and checking in at six controls. It was on the Thones—Taninges section that the Prices lost two minutes—the total penalty incurred by them. From Martigny (Switzerland) to Megeve (France) the route was in the thick of tourist

traffic, and Pam Price admitted that she just put her hand on the horn-push—and left it there.

At Megeve Cyril Wick (Allard-Ardun) made best time in the hill-climb and broke the existing record by four secs. Morin (Citroën) was fastest in the 2-3-litre class. Tatham's Bentley shed some nuts from a front wheel, so he had to cannibalize the other wheels to even up things. He eventually finished up hanging over the side of a precipice.

The next morning there were five Cols to climb, and the Col du Glardon was crowded with cyclists. The Prices' Morgan had a plug lead come adrift on the Col Galibier, and just made the control within the extra two minutes time allowance.

Before the Annemasse hill-climb, the organizers drained all competitors' tanks, so that everyone would use the same type of fuel. Taylor (Jaguar) overslept, but managed to arrive in time to make the fastest climb of all. Heyworth's Healey was

best in the 2-3-litre class, with the Morgan runner-up.

Tatham reached Evian without further incident and made best performance with his Bentley in a Gymkhana which was staged as part of the event.

Snow and Adams (Jaguars), Heyworth (Healey), Wakefield (Austin A90), Sheppard (Triumph) and Flower (M.G.), all incurred penalties on the road section.

RESULTS

General Classification: 1. Poudroux (Citroën); 2. Guiraud (Citroën).

Over 3-litre Class: 1, Cyril Wick (Allard-Ardun), 5 marks lost. (The Clarkson Cup); 2, Vincent (Talbot), 30; 3, Denis (Hotchkiss).

2-3-litres: 1, Dave Price (Morgan Plus Four), 20; 2, Ballivel (Citroën), 70; 3, Morin (Citroën), 80.

1,500-2,000 c.c.: 1, Poudroux (Citroën), 0; 2, Piot Fournier (Citroën); 3, Jacquot (Citroën).

1,100-1,500 c.c.: 1, Guiraud (Peugeot), 0; 2, Barbier (Peugeot); 3, Carpentier (Simca).

Coupe des Dames: Mme. de Rochefort (Dyna-Panhard).

Monnetier Cup (Hill-Climb): 1, Taylor (Jaguar), 4 mins. 31.2 secs.; 2, Wick (Allard), 4 mins. 53 secs.; 3, Poudroux (Citroën), 4 mins. 58 secs.; 4, Stern (Peugeot), 5 mins. 13 secs.

WEST HANTS AND DORSET C.C. is to be congratulated on presenting an excellent day's racing last Saturday on Ibsley airfield, near Ringwood. Although not to be compared with the Blandford road course, the 2.2-mile circuit was tricky enough to have good spectator appeal, and the fairly large crowd (admitted free of charge) was not slow in showing its appreciation. It was definitely racing with a garden party atmosphere, marked by an absence of red tape and petty officialdom. Yet the organization was first-class, and the long programme was run off with the minimum of delay.

In the first event, a seven-lapper for sports-cars up to 750 c.c. (S) and 1,500 c.c. (U/S), the luck of the Lesters was once again out. Jim Mayers (Lester-M.G.) well set to win, had a fuel pipe come adrift near the end, leaving Ken Downing (Connaught) to win at 68.96 m.p.h., from Nigel Allen (Lotus) and David Pritchard (H.R.G.).

The absence of Peter Binns (Vauxhall)



IBSLEY RACES

Peter Collins (J.B.S.) Wins Formula 3 Race—Dennis Poore (Alfa Romeo) Victor in Formule Libre Event—Remarkable Speed of Ray Merrick's o.h.c. Cooper Twin

put V. Axel-Berg (Invicta), with 12 secs. in the back-marker position in the seven-lap handicap for vintage sports-cars. This race was notable for the speed of Elwell Smith's 14-litre Aston Martin (54 secs.), and the enterprising driving of M. L. Quartermaine (Vauxhall), and R. B. Sutcliffe (Bentley) in their efforts to catch the eventual winner, E. W. Cuff Miller (Riley). A. R. Carlisle had his fire-extinguisher come adrift on his crisp-sounding O.M., and jam beneath the clutch pedal. He frantically dived down, succeeded in releasing it, and then chucked it overboard.

Tony Crook was an early casualty in the seven-lap event for sports-cars, 751-1,500 c.c. (S) and 1,501-3,000 c.c. (U/S) with a snatching brake, resulting in a badly cracked drum. This race developed into a battle of Frazer-Nashes driven by Donald Pitt, Eric Winterbottom and R. F. Peacock, chased by Peter Clark's Le Mans DB2 Aston Martin, and they finished in that order.

Then followed the seven-lap 750 Club Formula race in which Chapman sportingly held back Lotus to make it look like a race. His winning speed was 53.25 m.p.h.—(the car averaged 65.5 m.p.h. in the first event). F. I. West (Special) pipped R. H. Grimsley for second place, after the latter had remained ahead for six laps.

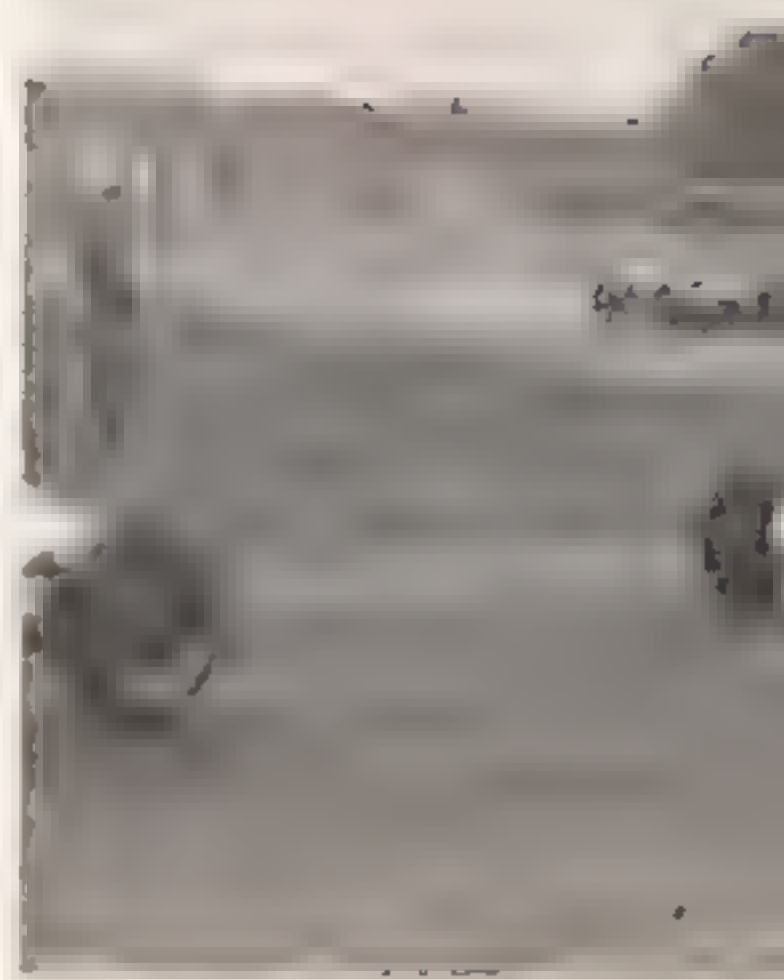
With the first heat (five laps) of the Formula 3 class came much more exciting racing. A short shower of rain made the course a trifle slippery and at the first bend, Court Corner, there was a regrettable mix-up. Headland (Cooper)

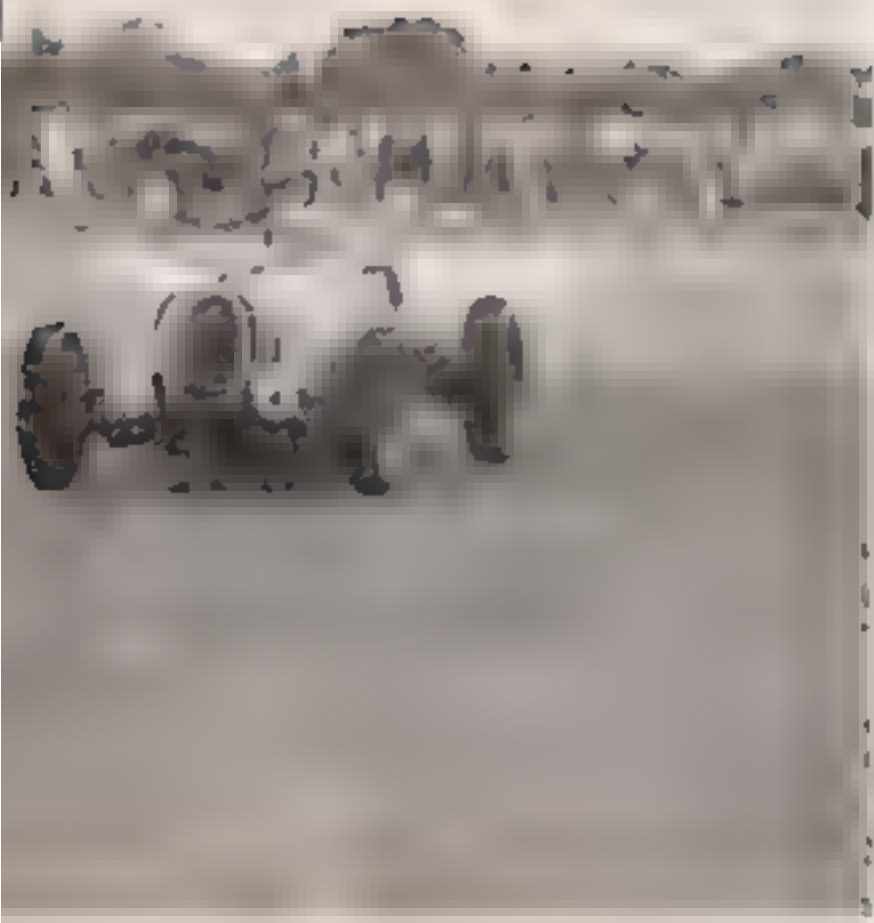
revolved and crashed into Parker (J.B.S.), whilst Arengo (Arengo) shot on to the grass to avoid hitting the rapidly gyrating machines. The unfortunate Parker had his nearside front suspension assembly ripped off, and following cars swerved violently to dodge the fallen wheel. Headland carried on, and Parker dejectedly manhandled his car on to the verge. Peter Braid (Cooper-Norton) led all the way, with J. D. Habin (J.B.S.-Norton) and John Cooper (Cooper-J.A.P.) in hot pursuit.

Sid Allard (Cadillac-Allard) easily won the seven-lap event for sports-cars over 3,000 c.c. at over 73 m.p.h., with Ken Watkins (Allard) a comfortable second. L. Wood (XK 120 Jaguar) had some moments at Court Corner when he all but turned about twice in succession, whilst J. A. Bassett (Allard) developed alarming-looking front wheel tramp, letting J. Goodhew pass him into fourth place near the end.

In the second heat of the 500 c.c. race, Peter Collins (J.B.S.-Norton) and Eric Brandon (Cooper-J.A.P.) fought it out from start to finish, the J.B.S. finishing 0.2 secs. ahead. H. L. Williams (Emeryson-Norton), after a poor start rocketed through the field and was in

ALLARDS Ken Watkins leading J. Bassett, at the start of the over 3-litre sports-car event, into Court Corner, followed by L. Wood (Jaguar), Geoff Coles (Jaguar), J. Goodhew (Lagonda) and Sid Allard. Tail-ender Sid was in the lead before the end of the lap.





third place, rapidly closing on the leaders, when he fell out with mechanical trouble. André Loens (J.B.S.-Norton) wheel-sawed his way round in a series of spectacular slides, whilst David Blane (J.P.-J.A.P.) did well to hold on to the experienced Bill Whitehouse (Cooper-Norton) for the entire distance.

The 10-lap race for racing-cars, 501-2,000 c.c. U.S. and 1,100 c.c. (S) looked like being a runaway win for Ray Merrick (Cooper-Norton-J.A.P.), who led Ken McAlpine (Connaught) by some 45 secs. after six laps, when his clutch gave

HIGHLIGHT (Left) Tony Rolt (Delage Spl.) nipping past Dennis Poore (Alfa Romeo) at the Hairpin in the Formula Libre race which was won by Poore.

HAIF-LITRES (Below) Peter Brund (Cooper), J. D. Hahn (J.B.S.), C. S. Arengo (Arengo) and Austin May (Cooper) are prominent in this group of 500s at Court Corner.



out. The Merrick Cooper has a very special engine, designed by Robin Jackson, consisting of a J.A.P. crank-case and single-o.h.c. Norton heads on the twin cylinders. One cylinder has a megaphone exhaust, and the other a twirly pipe with no P.A. attachment. The lot adds up to one of the fastest Formula 2 machines ever devised.

Oscar Moore (H.W.M.) lay second for many laps, but his motor began to fluff letting J. D. Barber (Cooper-J.A.P.) take his place. Earlier, Barber spun at Court, and was run into by Ken Downing's sports Connaught. H. W. Norton (Cooper-J.A.P.) accomplished a record number of gilhooleys, probably aggravated by an engine which would suddenly cut in on both cylinders. Donald Pitt and Eric Winterbottom finished third and fourth respectively in their Frazer-Nashes.

The 20-lap event for racing-cars over 500 c.c. was in effect a Formula Libre affair, and brought out widely diverse machines from Winterbottom's Frazer-Nash to Dennis Poore's big Alfa Romeo and Tony Rolt's E-type E.R.A.-powered Delage Special. Poore took off at a great pace, followed by Rolt and Sid Allard (Cadillac-Allard). For several laps Rolt shadowed the Alfa, waiting to see if Poore's brakes would start to weaken. Eventually, the Alfa driver went wide at the hairpin, and Rolt nipped him on the inside. The Delage led for one lap, then packed up with a suspected piston seizure.

Meanwhile Allard fell by the way. Miles Martin's E.R.A. began misfiring and generally misbehaving itself, and Eric Thompson's 23-Bugatti started to spray dope everywhere but into the induction system. Margulies was doing his level best to wear out the tyres on his veteran Talbot, Terry Moore (H.W.M.) drove steadily in his first road race and Goodhew's ex-Hutchinson Alfa Romeo began to sound rough. The only people who circulated without incident were Poore, Ken McAlpine, whose Connaught

FRONT-DRIVE (Below) H. I. Watkinson (Emeryson) at Ibsey. He has been putting up some pretty impressive performances recently with his "double-knocker" Norton-engined "diff-less wonder".





BENTLEY BATTLE. (Above) Joe Huxham slides at Court Corner, whilst F. B. Copeland thunders ahead during the seven-lap vintage handicap race

SPECIAL: O. E. Simpson's low-set Rover-BMW bears a close resemblance to a Nurburgring special

Ibsley Races—continued

was travelling very rapidly in second place, and third man Winterbottom. They eventually finished in that order.

The 15-lap 500 c.c. final brought out 20 starters. One or two folk anticipated the starter's flag by several seconds, and by Court Corner André Loens (J.B.S.) led. At the end of the first lap, Loens was still ahead, pursued by Brandon (Cooper) and Collins (J.B.S.). By lap two, Pete had snatched the lead, with Brandon and Loens fighting it out behind. Jack Westcott (J.B.S.) repeated his well-known Boreham episode by motor-ing backwards at Court Corner for some distance with cars passing right and left of him.

Loens was driving in a highly spectacular manner, and on one occasion swiped a marker tin and carried it along for many yards. Rain made Court Corner slippery; Peter Braid (Cooper) shot straight off the course into the straw bales, J. K. B. Brise (Cooper) spun

wildly, Westcott whistled backwards once again, and Austen May (Cooper) shak-fully held a high-speed slide. On the eighth lap, Loens shot past Collins, after giving Brandon some heart-stopping moments. Collins, however, bided his time, and when Loens overdid his sliding tactics, calmly took the lead on the tenth tour and kept it to the end, driving in a polished manner throughout. Brandon was apparently content to hold third place behind the forceful Loens, who never gave up trying to catch Collins.

Behind the leading trio, Curly Dryden (J.B.S.) and John Cooper (Cooper) had a nice friendly scrap between themselves, and Bill Whitehouse (Cooper) kept ahead of Ken Watkins (Emeryson), who improves with every outing. The finishing order was Collins, Loens, Brandon, Dryden, Cooper, Whitehouse and Watkins.

The curtain was run up on an interesting day's racing with a 10-lap handicap

event. A great compliment was paid to Winterbottom, when his Frazer-Nash was put on the scratch mark with Merrick's Cooper. It was suggested that Eric could, by blanking off the desired number of cylinders, have taken part in at least 10 of the 11 races, instead of a mere four.

J. M. Sparrows (Morgan S) was the limit man with 2 mins. start, but was soon overhauled by Ken Downing (Connaught)—1 min. 40 secs. Downing led for several laps, but Merrick was gaining at the rate of about 13 secs. per lap. Oscar Moore (H.W.M.) also closed on the Connaught, but could do nothing with the flying Cooper, which tore round at a remarkable pace, impeccably handled by the very determined Merrick. During his victorious progress, Ray not only put up the highest average speed of the day, but established the Ibsley lap record with 1 min. 39.2 secs. (79.83 m.p.h.).

IBSLEY RESULTS

Sports Cars

Up to 750 c.c. (S.), and 1,500 c.c. (U.K.): 1. K. H. Downing (1.485 Connaught), 13 mins. 24 secs., 64.96 m.p.h. 2. Fred Allen (747 Lotus), 14 mins. 44 secs., 65.5 m.p.h. 3. David Pritchard (1.496 B.R.G.), 14 mins. 15.3 secs., 64.78 m.p.h.

Fastest Lap: J. C. C. Mayers (1.467 Lotus M.G.), 1 min. 32 secs., 70.7 m.p.h.

751-1,500 c.c. (S.), 1,501-3,000 c.c. (U.K.): 1. Donald Pitt (1.971 Frazer-Nash), 73.2 m.p.h. Eric Winterbottom (1.971 Frazer-Nash), 72.41 m.p.h. 3. R. P. Peacock (1.971 Frazer-Nash), 71.85 m.p.h.

Fastest Lap: Pitt, 1 min. 45.2 secs., 75.3 m.p.h.

Continued on opposite page

TECHNICAL & OTHERWISE

COUPLING ENGINES TOGETHER

By JOHN BOLSTER

ONE of the commonest questions that I am asked concerns the coupling together of two or more engines. If I were to answer every letter I get on this subject, the local pub would lose a regular customer, and so, to avoid a disastrous financial loss to the brewers, I am submitting this offering.

Perhaps the simplest way of starting the ball rolling is to describe my own experiences. In the early nineteen-thirties I was running a car called "Bloody Mary" in sprints. She had a racing twin-cylinder J.A.P. engine of 981 c.c., and as she only weighed some 550 lbs., she usually had the 1,100 c.c. class in her pocket. Wanting to go faster, I investigated the possibilities of supercharging the old J.A.P., but decided that the necessary modifications were beyond my pocket. I accordingly spent £12 10s. on another similar power unit, and then the fun began.

The problem of coupling engines, other than those with a large number of cylinders, is their cyclic variations. In other words, the crankshaft speeds up on the firing stroke and slows down on the compression stroke. The answer, one might think, would be to time the two motors so that each fired simultaneously; actually that is the one thing you must not do.

If two cylinders bang off together, the momentary torque is doubled, and unless the transmission is enormously heavy, something is going to get broken. In my own case, I found that if the inter-engine timing slipped, so that a couple of pots let go at once, the gearbox always split neatly in halves!

The Need for Flexibility

It is, therefore, necessary to provide enough flexibility in the coupling between two engines to allow for the maximum cyclic variations, but the timing must be held sufficiently accurately to avoid the clashing of two power impulses. It is at low speeds that the trouble is worst, for obvious reasons, and so if your coupling does not break when the engines are being started up, it won't give any trouble at racing speeds. I used a shock-absorber sprocket, of the spring loaded cam variety, and provided it was of the very sturdiest construction, with a positive stop to prevent too much movement taking place, no trouble was experienced with this component.

Naturally, it is necessary to insulate the two crankshafts from each other as far as possible, or torsional vibration periods may be experienced. Similarly, the drive from one engine cannot be "put through" the other. Many attempts were made in the early days to place one engine in front of the other, and simply connect the back of the forward crank to the nose of the rear one. The result was always disastrous, and the correct method of carrying out this application is to run a shaft alongside the two units. This countershaft, being parallel to the pair of crankshafts, can be coupled

to them by chains and sprockets, and exactly the required amount of flexibility and damping can be incorporated in the drive.

A more ambitious project that I undertook was the joining up of four V-twins to make a 4-litre, 8 cylinder car. This was an all-chain layout, the two front motors having shock absorber sprockets of the cam type, and sitting side by side with their crank axis across the chassis. The other pair of engines lay directly behind them, and carried two sprockets side by side on their shafts. Thus, the chains from the front motors ran on the inner sprockets of the back ones, and the two outer sprockets were connected by chain to a countershaft. The sprocket wheels on the countershaft also had shock absorbers, but the drive in this case was through rubber buffers.

The Rubber Cure

This four-engined car was at first cursed with a most violent vibration period, but this was overcome by introducing some rubber dampers into the engine mountings. After that, all was well, and an extremely powerful motor-car was the result.

It need not be thought that chain drive is essential when engines are being coupled together. A train of gears can equally well be used, provided that adequate shock-absorbing protects them from sudden stresses. Multi-cylinder engines can be connected together far more easily. Problems of cyclic variation are almost non-existent, and overlapping power impulses prevent torque-doubling troubles. A fine example of this was the American tank in which five ordinary car engines were harnessed to the transmission.

Record Car Practice

Several land speed record cars have had more than one engine. In each case, 12-cylinder aircraft units have been employed, and so no "timing" has to be carefully kept between them. It is thus possible to de-clutch the coupling, and start both motors separately, which immediately solves all the worst difficulties. It is motorcycle engines, with their light flywheels and hefty power impulses, that provide all the headaches, but the methods described earlier in this article are sufficient to tame even these.

One has often been asked about synchronization of throttles, but this is not a serious problem. Provided they all go flat open together, the rest of the range is not at all critical.

Although this is one of the few subjects that I really know something about, I have not gained this knowledge by any superior intellect. It is the fruit of much trial and error, and some of the errors were very silly indeed. My methods may have embodied a modicum of brute force and adjectival ignorance, but at least they worked.

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CARBURATION FOR HIGH EFFICIENCY ENGINES

by

BERT HOULDING, Jr., Assoc. I.M.I.

It is generally to be found that sports-car drivers are a little more insistent upon having things "ship-shape and Bristol fashion" than are their lay brothers, and when one hears and reads of the long hours of painstaking work which go into the business of eliciting the few extra "horses" from a production engine, one is justifiably surprised that there seems to be so little attention paid to that subject upon which the ultimate performance will depend—the carburation. Whilst it is true that most British manufacturers seem to err on the side of rather over-generous carburettor sizes for any given engine, it seems a pity that a good "hotting-up" job should be hindered as it so often is, by the retention of a carburettor, or setting designed for the original performance of the engine. These notes are therefore intended to set down the principles of carburettor tuning so that necessary alterations can be made to any existing layout in order to bring the carburation system into line with the rest of the power unit.

Efficient carburation on any engine depends, basically, upon the velocity of the column of air passing through the carburettor choke. The determination of the desirable gas speed depends in turn upon a number of other factors amongst which are valve setting, inlet pipe length and whether updraught, sidedraught or downdraught carburettors are used. The air velocity in the choke may be anywhere between 450 ft. per sec. on older designs with updraught carburettors, and 250 ft. per sec. on modern high efficiency engines fitted with downdraught carburettors. The reason for the very high air speed on updraught systems is that the flow of fuel to the inlet valves is opposed by the force of gravity and therefore a higher velocity and consequently a greater depression is needed to draw off the required amount of fuel and hold it in suspension whilst it is being drawn upwards to the inlet valve. At the other end of the scale, on the downdraught systems, the flow of fuel is being aided by gravity, and therefore a lower depression and a lower air speed are necessary, the lower air speed makes possible the use of a larger carburettor choke, and it is this factor which gives the downdraught carburettor such a pronounced superiority over the earlier updraught and sidedraught patterns.

Increased Revs, Increased Choke Size

Having digested these facts let us now reflect that if an engine is tuned and by the use of stronger valve springs and a higher compression ratio the power peak is raised there will be a corresponding increase in the velocity of the column of air passing through the choke, now the higher the speed at which gas travels the lower will be its density and it therefore becomes necessary, if full volumetric efficiency is to be achieved, to increase the size of the choke *pro rata* to the increase in the maximum R.P.M., as otherwise some of the gains from the mechanical tuning of the engine will be offset by the "throttling" effect of the original choke. If it can be imagined that the speed of the piston travels up and down the cylinder is also the speed of the column of mixture following the piston, it will be readily understood that the gas speed in the choke varies from the piston speed in the same ratio as the cross-sectional area of the choke varies from the cross-sectional area of the cylinder. As an example, let us assume that in a certain engine, whose peak piston speed is 40 ft./secs., it is desired to use a gas velocity in the choke of 400 ft./sec. If the piston area is 10 square inches it will be obvious that if the choke area is only one square inch, the speed in the choke will be increased by ten times, giving the desirable peak gas velocity. In a four-cylinder engine, since the induction strokes do not overlap, only one cylinder need be considered, but in a six-cylinder engine, since the strokes overlap by about one-quarter, it will be necessary to allow for a ten per cent. increase in the flow of mixture through the choke, and the cross-sectional area of the choke would then need to be 11 square inches.

The rule given above can be applied to most engines, but it should be remembered that where a large degree of valve overlap is used, there is always a tendency towards "blowback", and it may be necessary to provide for a higher gas velocity

in order to ensure that the ingoing gas column has sufficient momentum to overcome the tendency, particularly at lower speeds, for the blowback to occur. Similarly, if the induction pipe is abnormally short, steps must be taken to avoid this power-stealing symptom. Before the choke size is finalised, by means of this premise, investigation should be made into what the peak gas speed will be in the inlet valve throat, for it is necessary to ensure that the ingoing mixture has sufficient kinetic energy to provide a ramming effect behind the closed valve. In illustration, it can be mentioned that in one popular engine it was found that the speed of the gas in the inlet throat was actually higher than in the choke and, of course, was causing serious "throttling" of the engine. As a general rule, it can be said that, after arriving at the desirable gas velocity on the basis of the relation of piston speed and piston area, steps should be taken to ensure that the gas velocity at the valve throat should be no higher than half the peak gas speed; if a small inlet valve is causing extremely high gas velocity, and therefore an ultra low pressure in the area of the inlet valve, obviously there is no point in attempting to improve volumetric efficiency by providing for a better flow through the carburettor choke, and modification to the inlet system is certainly indicated.

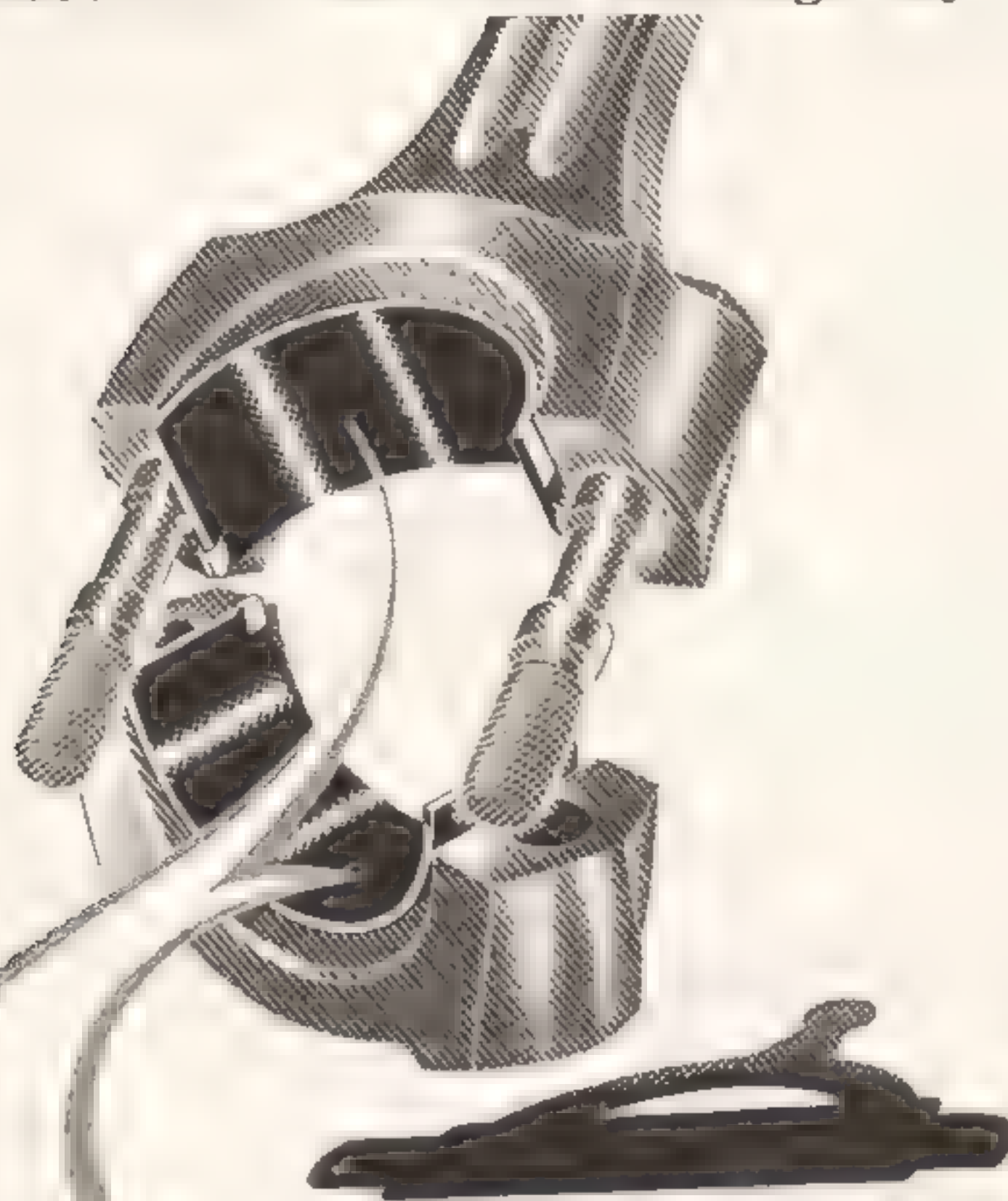
"Hotspots"

In the matter of mixture preparation unfortunately there still seems to be a grave lack of unanimity amongst designers about the use of an induction "hotspot": naturally, any over-velocity of the ingoing mixture must be accompanied by a lack of density and the latter is liable upon to strike a balance between a well-atomised charge of less than efficient weight and a "wet" charge of a higher weight per cubic unit. In a well designed choke the ideal would be a charge completely pulverised by mechanical means such as a centrifugal fan and cooled almost to freezing point before it reaches the inlet valve. Unfortunately the problem is not quite so simple, for many engines depend upon the vaporisation of a certain proportion of the charge within the combustion chamber, in order to effect the cooling of such parts as the exhaust valves and the plug points. This matter is, therefore, one to be settled after examination of the characteristics of each individual make of engine, but the aim should be to provide as cool a charge as possible consistent with reasonable fuel economy and efficient combustion. Suffice it to say that many engines are deficient over 110 S.P.M. and the tuner should always bear in mind the famous racing engine of the last decade which was designed with an inlet pipe outside the bonnet heavily finned so as to get the ingoing mixture as cold as possible.

One or Two Carburettors?

The question of whether or not to use twin carburettors has ever been a talking point amongst sports-car owners, and a few words upon this subject would perhaps not be out of place. Firstly, on a four-cylinder engine, moderately tuned, that is, tuned for high-speed touring work, there is very little to be gained from the use of twin carburettors. Certainly, there is no possibility of achieving any extra performance without a totally disproportionate increase in fuel consumption, except where the purely physical problems of fitting two carburettors have necessitated a change in induction pipe design which happens to be a change for the better, as for instance where the fitting of "twins" has meant the scrapping of the hotspot. But so many other problems become involved that it is hard to imagine that whatever gains result could not be achieved with the use of a single carburettor given the same amount of time, money and labour. One of the principal advantages of

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the twin-carburettor layout is that it is possible to keep the lengths of the inlet tracts down to a minimum which is ideal, but in most cases this factor reintroduces the problem of the blowback, which in turn necessitates the use of a smaller choke and much of the expected gain is promptly cancelled out. Also, it is quite impossible to achieve perfect synchronization of twin carburettors throughout the throttle range, and it becomes necessary to provide for what might be called a minimum standard of richness in order to overcome the inefficient running which would otherwise result. Consequently fuel economy is considerably impaired and any attempt to achieve economy similar to that obtainable with a single carburettor will undoubtedly reduce performance to less than what was originally available with the single instrument. Except where ultimate speed is the sole consideration, I would never recommend twin carburettors for a four-cylinder engine, and only then after all reasonable steps had been taken to achieve the desired results with a single carburettor, even if a larger size instrument might be required.

Efficiency Economy

The fatalistic assumption that higher engine performance must necessarily be accompanied by increased fuel consumption in all cases should be discouraged, as quite often the reverse is the case. Obviously a more efficient engine should also be a more economical engine, and the mistake arises because when extra speed is on tap one is tempted to use it, and economy suffers increasingly as driving speed rises. The practice of providing an abundantly rich mixture when in demand is a fool's game. For in a delicately tuned engine a surprisingly high loss of power can occur if the mixture is too sickly. The condition of the plug points will provide ample evidence as to the strength of the mixture, and the aim should be to achieve the same economy with a tuned engine as with the standard engine at any given speed. Only where prolonged high-speed work is contemplated, as for instance in

a road race, should any attempt be made to provide extra enrichment, and then only for the express purpose of keeping down internal temperatures for full-throttle work. In this respect the removal of the air silencer for fast work is usually found to be beneficial but if it is essential that it should be retained great care must be taken to see that it is kept scrupulously clean, otherwise performance and economy alike will suffer.

I am often asked whether, for a tuned engine, a constant-vacuum type of carburettor would be better than the static type or vice versa, and this is a question which cannot be answered without many qualifications. The one thing I really do feel about this subject is that if the carburettor is of the correct size for the engine and the condition of the engine's tune, it matters little whether it is a static type or a constant-vacuum type. Each has its own advantages and shortcomings, but there is no question that the constant-vacuum carburettor is ideally suited to high-speed work, giving a very clear and unrestricted flow at the top end of the engine speed range. I feel that it is a pity that carburettors are so constructed as they makes necessary a good deal of on-the-experiment in order to achieve perfect results. The static type of carburettor, on the other hand, is usually provided with six or seven adjustments each independent of the others, and once the correct size has been determined and the choke area arrived at it is usually a simple matter to achieve correct setting. Size for size the static type does not provide quite such an unrestricted thoroughway as its variable choke counterpart, but for high efficiency engines I do not feel that the choice of type of carburettor will make such a tremendous amount of difference to the final result, assuming all other considerations to be equal.

Pure theory about any subject can often be very misleading but I believe that in the science of carburation, particularly in its application to sports engines, there is a great deal to be learnt by studying the problem on paper before it is studied on the road or on the test bench.

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98	R. C. A.	N. C. H. W. M. C.
99	R. C. A.	N. C. H. W. M. C.
100	R. C. A.	N. C. H. W. M. C.

HOLIDAY SPIRIT

Maybe it's sunburn at Saltsburn you seek,
Or shrieks on the sands of Southend?
Perhaps you'd pick Poole to pass the odd week,
Or prefer to proceed to Land's End?

Or your fan to feel freed on the foreshore at Rye,
Or to bake on the beaches of Bude?
Scan horizons at Hastings for incoming tide?
Browse at Coler in a romantic mood?

Whether you're touring or calmly enduring
the rigours of present-day Britain,
There's one magic way to brighten the day,
and make your car purr like a kitten.

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NEWS FROM THE CLUBS

WOLSELEY HORNET CLUB'S INAUGURAL RALLY

THE newly-formed Wolseley Hornet Club held a Rally at Tatsfield, Surrey, on Sunday, 29th July, at which 24 cars attended, some coming a considerable distance to compete. A *Concours d'Elegance* was held in the afternoon, and Martin's very special supercharged car was awarded the Cup. A series of driving tests were held in the adjacent meadows, and at tea all rally entrants were presented with souvenir awards. This was the first meeting and augurs well for this club. A Dinner and Dance is planned later.

Any interested owners of Wolseley Hornet Specials are invited to communicate with J. L. McArthur of 3 The Hungalows, Hook Road, Ampfield, Romsey, or Peter Wain of Beggar's Roost, Tatsfield, Surrey.

LAGONDA REGISTER AND CAR CLUB TO COMBINE

BY a large majority in each organization the 2-litre Lagonda Register and the Lagonda Car Club have agreed to unite and form a single rallying point for Lagonda owners. The new name and other details have yet to be decided upon. The final A.G.M. of the 2-litre Lagonda Register will be held at the Lambert Arms, Aston Rowant on Sunday, 23rd September, and that of the Car Club at the Prince of Wales, Drury Lane, on Wednesday, 10th October. The first rally to be held by the combined organization will be at Thame on Sunday, 20th October.

EAST ANGLIAN'S CLACTON RALLY

THE dates for this year's Sporting Rally, to be organized by the East Anglian M.C., are 28th-30th September.

Zero hour is 11 p.m. on the 28th, and starts will be made from Manchester, Darlington, London and Cheltenham. Competitors will converge on Sleaford and driving tests will be held on Folkingham Airfield, the home of the B.R.M. The route continues from here to Sudbury, and includes two observed road sections. Details of the route will be published in the local Press and little traffic is expected on the road. It is thought that the winner will be found on the road sections, the tests only deciding ties. There will be driving tests in Halstead and also upon arrival in Clacton where there is to be a free dance in the Town Hall. A *Concours* will be held on the Sunday morning.

Awards will consist of the Clacton Trophy for the best performance, a Ladies' Prize, a Novice's Prize and the Eric Golightly Memorial Trophy for the best performance by a Club member. There will also be a Team Award.

Further details and entry forms can be obtained from R. K. N. Clarkson, The Chase, Halstead, Essex.



Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

BRIGHTON SPEED TRIALS

ON 1st September, the Speed Trials organized by the Brighton and Hove M.C., on the Madeira Drive, revert to their former international status, in keeping with their position as probably the strongest-supported sprint events in the world. There are classes for supercharged and non-supercharged sports cars, racing cars and a separate category for Bentley drivers. The meeting starts at 9.30 a.m. Full particulars may be had from the Speed Trials Organizing Committee, B.H.M.C., 296-298 Madeira Drive, Brighton, 7. (Tel.: Brighton 23727)

MIDDLESBROUGH SPORTING-CAR TRIAL

THE Middlesbrough and District Motor Club held a successful Sporting Car Trial for The Gilchrist Bowl on Sunday, 29th July. The event started at Great Ayton, North Yorkshire, and the 11 entrants were required to complete three laps of a 4-mile circuit in 2½ hours. At Section 1, a steep hill with adverse camber, no one reached the top, although W. L. T. Winder (1,172 c.c. Austin) nearly did so and by getting into subsection 2 saved five valuable marks. This hill was cut out of the remaining circuits owing to the possible danger in getting the failures down.

Section 3, a short steep bank with a right-hand turn in muddy grass, caused the failure of many, exceptions being P. J. Clay (1,172 c.c. Austin) and W. A. Grayson (1,172 c.c. Grayson), who both made clean climbs on each lap. A deep muddy gully with a "Wall of Death" entry and a nasty sharp left-hand exit comprised Sections 5 and 6, and it was here that competitors lost most marks.

Mechanical failures were heavy, and the moors were soon strewn with recalcitrant specials. J. D. Ackernley (1,172 c.c. Austin), having overcome petrol feed bothers, was wrestling with an unsecured tyre which retarded passenger Mrs. Wilde reducing it to "Westrider" pressure. Peter Clay was having steering and silencing problems both at once, and

Leslie Winder had snapped off a drop arm, and patiently awaited its return from the local welder.

The special test, a forward and backward affair, was attempted on each lap, and Grayson and H. Spence (1,172 c.c. B.N. Spl.) made quick times in under 14 s.s.

Winder got his drop arm back, and it was quickly fitted, allowing him to re-start with a lap and a half to do, and 25 minutes in which to do it. He treated the spectators to some veritable four-wheel Moto-Cross, finishing with six minutes in hand, and emerging a popular winner with 25 marks lost on observation. Arthur Grayson was second with 45 marks lost, and M. Lamballe (1,172 c.c. Ford Special) was third.

RESULTS

Best Performance, Gilchrist Bowl and Tankard: W. L. T. Winder (1,172 c.c. Austin).

1st Class Awards: W. A. Grayson (1,172 c.c. Grayson), M. Lamballe (1,172 c.c. Ford Spl.).

FIRST SHROPSHIRE RALLY

THE Severn Valley M.C. are organizing a Car Rally in Shropshire on 26th August. The event will incorporate a road section of approximately 50 to 60 miles, including a series of timed special tests, followed in the afternoon by driving tests at the Gay Meadow car park, Shrewsbury. Entries close by 16th August, and Rally H.Q. address for details is c/o West Midland Motor Co., Abbey Foregate, Shrewsbury.

HALF LITRE CLUB AT SILVERSTONE

ON Saturday, 18th August, the Half Litre C.C. will hold their annual race meeting on the 2.3-mile Silverstone club circuit. Big item in the programme of four events is the 100-miles scratch race, now in its third year, and becoming accepted as the long-distance "classic" for 500s. Previous winners were Peter Collins in 1949 and Ken Watkins in 1950, both driving Coopers.

Other events are an 11-mile scratch race (five laps), a 23-mile scratch race for production type cars only (10 laps) and a 23-mile scratch race for non-production cars. Practising takes place in the morning of race day, from 9.30 to 12.15, and the first event starts at 1 p.m. The meeting is not open to the general public, but club members and friends are admitted by ticket.

News from the Clubs—continued

"750" RFD COW MEETING

At the usual 750 M.C. meeting at the "Red Cow", Hammersmith, on Wednesday, 1st August, members listened with great interest to a talk by Eric Thompson on his experiences at this year's 24 Heures du Mans, where he and Lance Macklin drove the Aston Martin DB2 which finished in third position.

As Thompson had given a talk last year of similar matters concerning his adventures with Peter Clark's H.R.G. team it was interesting to note the difference in team management when a more or less amateur effort is compared with a "works" entry.

THE M.G. CAR CLUB AT SILVERSTONE

M.G. CAR Club events are generally organized by the body's various Centres for the entertainment of local members plus the normal ration of invited clubs, but tomorrow, 11th August the Club will function as a whole, for the first time since the war, when they stage their race meeting at Silverstone. The invited clubs on this occasion are the B.A.R.C., Bugatti O.C. Sheffield and Hallamshire M.C., Bristol M.C. and L.C.C., M.M.E.C., Aston Martin O.C., and the West Essex C.C. An entry of 79 cars has been received.

Most of the races will be on handicap including an "Hour's Blind" and a 25-lap event for the first five place winners in earlier races. There will also be an inter-centre relay race of three-quarters of an hour's duration, a couple of six-lap scratch races and a Novices' Race run in two heats and a final.

The first race starts at 12 noon. Admission as usual at Club Silverstone will be by ticket for members, invited clubs and friends.

CROFT IN SEPTEMBER

The Yorks S.C.C. have a closed race meeting on their agenda at Croft Airport circuit on Saturday, 8th September. There will be eleven events, for saloons, sports-cars and racing-cars of various categories. Entries close on Wednesday, 29th August, and the meeting starts at 2 p.m.

THE FIRST MORGAN 44 ROAD RALLY

The Morgan 44 Club held its first Road Rally on Sunday, 5th August starting from Barton-on-Trent via a 75 mile route to Banbury. At the conclusion of the road sections various driving tests were held.

The results were: 1. G. J. Stallard Worcester; 2. T. A. Parkes, Pershore; 3. W. Allerton, Chester.

W. Allerton completed the road sections without loss of any points and all other entrants completed the course.

At the conclusion of the driving tests an excellent dinner was enjoyed at the Wakely Hall Hotel, Banbury, where the awards were presented by Mrs. R. G. Pritchard, wife of the chairman of the club.

SOUTHERN SINGER RALLY

Forty very sleepy members of the Southern Centre of the Singer Owners' Club arrived at Brighton early on Sunday morning, 29th July. They had just taken part in the Club's first all-night event, a rally which took them from Hertford on a 150-mile course, ending at Madeira Drive, Brighton.

Several special tests were arranged en route such as changing a hot plug, an acceleration test, and other obstacles designed to harass a tired driver at 3 a.m. The fastest plug changer proved to be C. J. Preston, while best in the acceleration test was N. J. Prescott.

PROVISIONAL RESULTS

1. C. J. Preston (1,074 c.c. Singer)
2. A. S. Bennett (1,500 c.c.); 3. N. J. Prescott (1,500 c.c.)

Best over 1,000 c.c. class: A. S. Bennett

Best under 1,000 c.c. class: M. Arlott.

Best saloon class: M. Bird (972 c.c. Coupé).

FIRST AGAIN!

SHELL

MOTOR OILS

BRANDS HATCH

Daily Telegraph

INTERNATIONAL CHALLENGE TROPHY

1ST W. J. Whitehouse DRIVING A COOPER

(Subject to Official Confirmation)



LEADERSHIP IN LUBRICATION

Correspondence—*contd. from page 172*

trap, for they are childish enough to believe (or are they just arguing for its own sake) that races are run for the sake of the competitors; might as well say that the Derby is run to give Gordon Richards a day's outing. Of course, if the drivers were willing to race for trophies only, the crowds could be excluded, and the meetings could be run with no thought of providing a spectacle. This would give the drivers a lot of fun but wouldn't help with the fuel bill, etc., as with no crowds there would be no free supplies or bonuses.

On a Grand Prix circuit there is no substitute for Grand Prix cars, as far as a spectacle is concerned. Take Nurburg or Monza, where even Formula 2 cars look out of place, and think how slow a 500 appears to the crowd, even though the driver is scaring himself. This was most noticeable when the Alfes appeared for filming during the Formula 2 practice last May.

Enough of this; what really made me burst into print was the more or less writing off of "dirt-track drivers" especially by one bloke who, after mentioning most of the best 500 drivers, has the nerve to ask "would you class them as dirt-track drivers?" Now I know a few of these gentlemen, and I'm sure they would be just as scared as I would be, if asked to conduct a 120 BHP, 800 lb midget on dirt, let alone a 4½-litre Indianapolis type car.

Without wanting to get drawn into any strife, I'll stick out my neck and say that a successful driver on dirt has just as much skill, and is better prepared to handle, and deal with the over-powered Formula 1 car than any 500 driver can ever hope to be simply because he is used to dealing with all the problems that follow a high-power to weight ratio, under the worst conditions, i.e., loose surface.

Still, let's hope that these critics were just ignorant of the 'Midgets', and as for the other bother, isn't there something about . . . protesting too much?
ROSS-ON-WYE.

TONY GAZE.

BOOK REVIEW

British Cars 1951.

Author: Peter Chambers.

Size: 8½ in. x 7 in. 58 pp.

Price: 6s. (by post 6s. 6d.).

Publishers: P-C Publications, 7 Newhall Street, Birmingham, 3.

The third edition of this popular uniform annual has recently been published, offering up-to-date information on the current products of all British car manufacturers. Thirty-six makes of car are recorded, and there are photographs of every model currently marketed, 98 pictures in all, on 58 art pages, which is good value at 6s., even if many of the pictures have been seen before. The book winds up with comprehensive price and specification tables, and the whole effect is of a sort of compact, permanent "Show Number". Very useful.
C.P.



MOSS THE MAESTRO

Shatters 500 c.c. Record with Kieft at Freiburg by 80 secs.—Pietsch (Veritas) Breaks Formula 2 Record

LAST Sunday Stirling Moss put up an incredible performance at the first post-war Freiburg International Hill-climb, held in Germany's Black Forest, by ascending the tortuous 7¼-mile gradient in 8 mins. 18.9 secs. (53.6 m.p.h.) with his Norton-powered Kieft. This should be com-

pared with the previous class record put up at last year's National meeting by a Monopoletta at 47.3 m.p.h., or about 1 min. 20 secs. longer than Moss's run. Runner-up to Moss was 1951 R.A.C. Hill-climb challenger Ken Wharton (Cooper) with 8 mins. 49.5 secs.

SOME ROAD CAR A 1950 two-seater, 2 litre H.W.M. converted to road trim for the Swiss enthusiast Hervé

Paul Pietsch, in the new o.h.c. Veritas single-seater broke the existing Formula 2 record with 8 mins. 9.1 secs., beating Hans Stuck by two secs. Moss was also fourth in the Formula 2 class with his H.W.M.

At the time of going to press no confirmation could be obtained as to who had won the Formula 1 class, but Fischer's 2½-litre Ferrari is believed to have finished first with 8 mins. 7.1 secs., and Tony Branca (Maserati) runner-up with 8 mins. 20.2 secs.—a time slower than Moss's "5.10".

RESULTS

Formula 3: 1. Stirling Moss (Kieft-Norton), 8 mins. 18.9 secs. (53.6 k.p.h.) new class record. 2. Ken Wharton (Cooper-Norton), 8 mins. 49.5 secs.

Formula 2: 1. Paul Pietsch (Veritas), 8 mins. 9.1 secs. (88.3 k.p.h.) new class record. 2. Hans Stuck (A.F.M.), 8 mins. 11.1 secs.

SEPTUAGENARIANS Jack Brauss and Rube Delaunty of the U.S.A. will race from Chicago to New York this "fall", in an attempt to settle the 40-year-old argument as to whether steam cars are better than petrol-driven. Jack drives the steamer, a 1913 Stanley, and Rube a 1911 Stoddart-Dayton petrol job.

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AUG 11th

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on Page 4 of cover

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AUTOSPORT — NORTHERN OFFICE

We would again stress that the AUTOSPORT Northern Office has been closed until further notice, owing to administrative difficulties and the need for centralisation. Mr. Russell Lowry, of course, still remains as Northern Editor, but to avoid duplication, Northern and North Midland club secretaries should now communicate direct with 32 Great Windmill Street, London, W.1, instead of to the Northern Office. It is the intention of the proprietors of AUTOSPORT to continue to give Northern readers the service which they have now come to expect, and which has been so ably directed from Liverpool by Mr. Lowry.

TWIN WATER SPEED TRIALS

RESULTS

Best Time of the Day: C. N. Heath (1,100 Cooper-J.A.P.), 15.1 secs.

Saloon Cars

1, S. L. Wallace (2,443 Healey), 18.3; 2, A. F. Rivers Fletcher (3,496 Jaguar), 19.2.

Sports Cars

750 c.c.: 1, Hazel Williams (747 Austin-Lotus), 19.2; 2, S. E. Barnes (750 M.G.), 21.0.

1,100 c.c.: 1, C. Chapman (747 Austin-Lotus), 19.4; 2, F. C. Hill (747 M.G. (S.)), 19.9; 3, R. Butler (1,098 Butler Special), 20.5.

1,300 c.c.: 1, N. C. Allen (747 Austin-Lotus), 19.2; 2, L. Gibbs (1,089 Riley), 19.8; 3, F. C. Hill (747 M.G. (S.)), 20.1.

1,500 c.c.: 1, J. C. C. Mayers (1,467 Lester-M.G.), 18.1; 2, L. Leonard (1,467 Cooper-M.G.), 18.6; 3, F. Morrish (1,498 Frazer-Nash), 19.5.

2,000 c.c.: 1, F. C. Davis (1,435 M.G. (S.)), 17.4; 2, D. W. Davis (1,287 M.G. (S.)), 18.3.

Unlimited: 1, G. N. Crozier (7,982 Bentley), 17.2; 2, G. Parker (2,664 Jaguar (S.)), 17.5; 3, B. A. Chevelle (4,300 Alvis), 17.7.

Racing Cars

500 c.c.: 1, E. Roberts (497 Cooper), 16.9; 2, R. W. Messenger (497 Iota), 17.3.

750 c.c.: 1, J. N. Broad (747 Austin (S.)), 17.9; 2, J. M. Allen (747 Austin-Lotus), 18.1.

1,100 c.c.: 1, C. N. Heath (1,100 Cooper), 15.1; 2, J. N. Broad (747 Austin (S.)), 17.2; 3, F. C. Davis (1,435 M.G. (S.)), 17.6.

1,500 c.c.: 1, C. N. Heath (1,100 Cooper), 15.3; 2, J. N. Broad (747 Austin (S.)), 17.2; 3, F. C. Davis (1,435 M.G. (S.)), 17.6.

Unlimited: 1, E. Lloyd Jones (21,000 Triangle Flying Saucer), 15.3; 2, A. S. Raven (2,994 Bugatti), 17.0; 3, (tie) P. S. Scrubberfield (2,261 Bugatti (S.)) and S. J. Smith (1,492 Bugatti (S.)), 17.4.

The Fastest Five: C. N. Heath (1,100 Cooper), 15.1; E. Lloyd Jones (21,000 Triangle), 15.3; J. N. Broad (747 Austin (S.)), 16.1; E. Roberts (497 Cooper), 16.9; A. S. Raven (2,994 Bugatti), 17.0.

CONTINENTAL HILL-CLIMBS

Ken Wharton Gains a Third and a Fourth

At two recent Continental hill-climbs Ken Wharton drove his veteran 2-litre E.R.A. to good effect in the face of strong opposition. On Sunday, 22nd July, the Susa-Mont Cenis climb north of Turin took place over a 13.7-mile course incorporating numerous hairpins and sharp grades. B.t.d. went to the Swiss driver, Willy Daetwyler, in his very fast 4½-litre sports Alfa Romeo, which climbed in 14 mins. 20 secs., breaking G. Bracco's old record of 14 mins. 23.8 secs. Second was veteran Hans Stuck in the 2-litre A.F.M., 2.8 secs. slower, and third came Wharton's E.R.A. in 14 mins. 23.4 secs., also inside the old record figure.

The following week-end *Bergmeister* Stuck won the Aosta-Grand St. Bernard hill-climb, making the 21-mile ascent of the tortuous Alpine pass in 24 mins. 21.4 secs. which betters the old record figure by 5 secs. Giovanni Bracco was second in 25 mins 0.4 secs. with a Ferrari, third was F. Cortese's similar car, and fourth Ken Wharton's E.R.A., which clocked a time of 25 mins. 39.2 secs.

PRESCOTT INTERNATIONAL

THE Bugatti O.C.'s International Hill-climb at Prescott, one of the season's major climbs, and the final round for the British Hill-climb Championship, takes place on Sunday, 9th September. Special features of this event are a reduction of entry fees; classes for racing-cars arranged on a formula basis; two morning runs each for sports-cars and three afternoon runs for racing-cars; and an increase in prize money for class winners.

Tickets to attend this meeting will cost 7s. 6d. on the day, but may be booked in advance at 5s. 0d. each, a concession well worth taking advantage of. Application should be made to T. B. N. Leadbetter, Secretary of the Meeting, at 117 The Avenue, Harpsfields, Stoke-on-Trent, Staffs.

THE CHELTENHAM RALLY

THE Cheltenham M.C. are hard at work preparing for their third Annual Rally on 24th/25th August. This is to be in every way a more ambitious affair than the previous rallies, and the 500-miles route will embrace Cheltenham, Haverfordwest, Llandudno and Cheltenham. Results will be based on fuel consumption, while special tests, time lost at controls and seating capacity will also be deciding factors.

The Cheltenham Club have an informal Gymkhana due to take place on Sunday, 19th August, at Elmstone Hardwick. Entrants—cars and motor-cycles, will start from opposite the Priory Lawn at 2.30 p.m.

SCOTTISH VETERAN RALLY

Saturday, 18th August, 1951

AMONG the entries received so far for the R.S.A.C.'s Veteran run from Glasgow to Edinburgh due to take place on 18th August are a 1901 Panhard-Levassor, a 1901 Arrol-Johnston, a 1902/3 Humber, a 1903 Peugeot, two 1903/4 Humbers, a Daimler Wagonette of 1905, a Renault and a de Dion of 1907, a 1908 Stanley Steam car and a 1908 Wolseley.

COMING ATTRACTIONS

August 11th. Ulster A.C. Craigantlet Open Hill-Climb.

Southsea M.C. Members' Speed Trials, Goodwood. Start 1.30 p.m.
W. Essex C.C. Boreham Race Meeting. Start 1.30 p.m.

Circuit of Senigallia, Italy (S.).
M.G.C.C. Silverstone Race Meeting. Start 12 noon.

August 12th. Six Hours' Touring Car Race, Pescara, Italy.
Bayard Hill-climb, France.

August 15th. Circuit of Pescara, Italy (F1).

Circuit of Erlen, Switzerland (F2 and S.).

August 15th/19th. Liège - Rome - Liège Rally (S. and T.).

August 17th/19th. Rally d'Iseran, France.

August 18th. Vintage S.C.C. Prescott Hill-climb.
B.A.R.C. Sports car race meeting, Goodwood.

R.S.A.C. Glasgow to Edinburgh Veteran Car Rally. Start 10.30 a.m.
Half-Litre Club. Silverstone Meeting and 100 Miles Race.

August 19th. Stockholm Race Meeting, Sweden (F1 and F3).

August 22nd. Newry and District M.C. Driving Tests, Cranfield.

It has been decided that cars manufactured before 1914 may take part in the event, and entries will be received up to Monday, 13th August. Application should be made to the Secretary, Royal Scottish Automobile Club, Blythswood Square, Glasgow, C.2.

Entrants will assemble in Blythswood Square, Glasgow, on Saturday morning, 18th August, at 10 a.m., the first car leaving at 10.30 a.m. The route to be followed is Kirkintilloch, Kilsyth, Dennyloanhead, Bonnybridge, Camelon, Falkirk, Polmont, Linlithgow, Winchburgh, Kirkliston, Corstorphine to Edinburgh.

B.R.M. ASSOCIATION NEWS

A Statement by the Committee

MEMBERSHIP of the Association now standing at approximately 11,000 has expanded so rapidly that we wish to bring to the attention of all our individual members the necessity for them to associate themselves with one or other of the 300 B.R.M.A. branches, spread throughout the country, at the earliest opportunity in order to ensure that they are kept fully informed of all future developments on the B.R.M. and the B.R.M.A. Will B.R.M.A. members, therefore, who have not yet joined a local branch, please write to Association H.Q., 113 Park Street, London, W.1, for further details regarding this matter?

We are circulating regular news bulletins to all our Branch Organizers, and they are co-operating splendidly with us by passing on the news to their respective members in whatever form they can.

For the benefit of those individual members, we wish to make it known that as an expression of confidence in the work of the British Motor Racing Research Trust, we have asked the Trust to accept a first donation of £3,500 on behalf of all our members, to meet the expenses incurred in racing the B.R.M.s on 14th July and for future racing events in which the B.R.M.s compete.

In appreciation of their magnificent efforts in bringing home the B.R.M.s to fifth and seventh places in the British Grand Prix, under conditions of great physical discomfort, we have also asked Reg Parnell and Peter Walker to accept a cheque value £50 each.

TRENGWAINTON HILL-CLIMB

Results

1,100 c.c.: 1, Ashleigh Cleave (Morris), 28.39 secs.; 2, P. Nichols (Dellow), 28.94; 3, Alf Morrish (M.G.), 29.20.

1,500 c.c.: 1, D. Scobey (H.R.G.), 26.80; 2, J. Martin-Lewis (H.R.G.), 26.95; G. Scali (Ford), 27.35.

Unlimited: 1, A. Rusting (Allard), 26.70; 2, Ken Burgess (Allard), 27.49; W. Freed (Jaguar), 28.00.

Open Championships: 1, J. Bassett (Allard), 25.94 (new hill record); 2, D. Scobey (H.R.G.), 26.35; 3, Ken Burgess (Allard), 26.67; 4, G. Scali (Ford), 26.94.

CLUB FIXTURES

Bentley D.C.—Noggin and Natter, 11th August. Elcot Hotel, Newbury, Berks., 7 p.m.

Sunbeam Register.—Week-end Rally, Driving Tests and Concours, 11/12th August. Start Wolverhampton.

N.W. London M.C.—Gymkhana, 12th August, Redhill Aerodrome, Surrey. Start 11.30 a.m.

Gosport A.C.—Rally, 12th August, Jewry Street public car park, Winchester, 9.45 a.m.

Bentley O.C.—Social Run, 12th August. Meet Black Bear, Wareham, Dorset, 12.30 p.m.

A.M.O.C.—Second Tuesday Meeting, 14th August, The Plough, Ruislip.

V.S.C.C.—Third Thursday Meeting, 16th August, White Lion, Cobham.



IRISH RALLY COUNTRY: Typical of the terrain covered in the recent N.I.M.C. Rally is Orra Lodge in the Sperrin Mountains. Here P. W. Torney (Hillman Minx) is rounding the pylon.

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